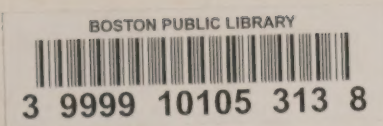


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A USER'S MANUAL FOR THE EQUALIZATION OF BOSTON ASSESSMENTS

Volume 2 Addendum

Prepared for:
The Office of Property Equalization
City of Boston

Prepared by:
Joseph E. Hunt & Co., Inc.

January, 1979

Addendum

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EXHIBIT I

PART I

TECHNICAL SPECIFICATIONS

FOR

Assessment Mapping

Of The

CITY OF BOSTON, MASSACHUSETTS

JULY 12, 1978

PROPERTY MAPPING PROGRAM - CITY OF BOSTON, MASSACHUSETTS

General Outline and Scope of Services

1.1 SCOPE OF SERVICES

Services to be provided or work to be performed shall be understood to mean the furnishing of all labor, materials, equipment and other incidentals necessary to the successful completion of the project.

1.11 Aerial Photography: To be completed with the highest quality photographic equipment and controls to ensure a high degree of accuracy in base maps.

1.12 Maps: Orthophoto Maps to be utilized as the property tax map base.

1.121 Areas To Be Mapped: All areas to be mapped
1" = 50'

1.13 Maintenance: Of the property map system including index system is to be a portion of the mapping project until one month prior to the submission of the maps to the City.

1.14 Index System: An index will be developed that will provide reference to the old map number along with the new map number, parcel number, and data control number.

1.15 Training of City Personnel: City Personnel will be trained in the use and maintenance of the Assessment Map System.

1.2 ENGINEER'S QUALIFICATIONS: Qualifications should be based upon professional qualifications and experience in property tax map work.

1.3 METHOD OF COMPENSATION: In relation to work progress with 10% - 20% hold back.

1.4 COMPLETION TIME: This requirement could affect project cost and, therefore, should be based upon requirements as dictated by demands of Equalization Project. Reasonable completion time is six month (6) - twelve months (12).

SECTION 2

TECHNICAL SPECIFICATIONS

MAPPING SYSTEM

TECHNICAL SPECIFICATIONS

Mapping System

- 2.1 BASE MAPS: Base Maps produced from Orthophotography laid out on a predetermined modular system based upon Massachusetts' State Plane Coordinate System shall be utilized. The maps are to be at a scale of 1" = 50' and shall conform to the following accuracy specifications:

Ninety percent of all features which were well defined on the photography will be within one-fortieth (1/40) of an inch of their true coordinate position, and no such feature shall be misplaced by more than one-twentieth (1/20) of an inch.

The City will make available to the engineer all existing maps and files relating to the existing mapping system. All research of these materials shall be performed by personnel of the engineering company.

2.2 SHEET SIZE AND FORMAT

- 2.21 Sheet Size: The overall dimensions of the assessment map sheet will be 26" x 42", or as specified based on filing requirements.
- 2.22 Sheet Format: The working area on each sheet will conform to the working area on the orthophotography maps used as a base. A space 1-3/4" wide above and below the neat area and 2" wide to the left and right of the neat area will be utilized to permit the drafting of complete lots on at least one sheet. The title block will run across the bottom of the sheet and will be 1-1/2" wide. There will be a 1/2" wide border on the bottom, top, and right side, and a 2-1/2" border on the left side. Attachment B illustrates the sheet size and format.

2.3 SHEET CONTENT

- 2.31 Title Block: All appropriate information including the city name, scale of the map, a graphic scale, date of completion, name and address of the mapping firm, provision for revision dates, legend symbols, and sheet numbers will be included subject to City approval.
- 2.32 Sheet Numbering: To be designed



2.3 SHEET CONTENT (Cont'd.)

- 2.33 Information To Be Shown: This item should be researched by Equalization Staff. A parcel list of items to be considered are as follows:
- (a) Land parcel property lines;
 - (b) All parcel dimensions;
 - (c) Parcel acreage (all parcels of one (1) acre or more);
 - (d) Public streets, public roads, and highways;
 - (e) Railroads and cross country public utility rights-of-way with designations;
 - (f) Rivers, streams, ponds, canals, and lakes with designations;
 - (g) Popular name of all tax exempt property;
 - (h) North shall be at the top of each map and each map shall contain a north arrow;
 - (i) Adjacent map references;
 - (j) Original plot of lots references and/or numbers;
 - (k) The coordinate values will be shown for the four corners of the sheet
- 2.34 Drafting Standards and Quality: Shall be performed to a high standard of workmanship so as to provide clear and legible lines, symbols and lettering which must be uniform throughout the project.
- 2.341 Ink: All original line work, symbols and lettering shall be drawn with Pelican TN ink or approved equal.
- 2.342 Lettering Method and Sizes: All lettering and numbers shall be drawn using mechanical lettering equipment such as "Leroy" or approved equal. Lettering sizes shall not be less than Leroy Template No. 80.
- 2.343 Line Work: Shall be uniform and consistent as to width and symbolism.
- 2.35 Drafting Material: Shall be matte on one side stable base polyester drafting film with a minimum thickness of 0.004 inches.

TECHNICAL SPECIFICATIONS: (Cont'd.)2.4 SHEET COVERAGE

- 2.41 Mapping Unit: The coverage of the assessment map sheets shall conform to the coverage of Ortho base maps, and include all real estate located within the political boundaries for the City of Boston.

2.5 MAPPING

- 2.51 Plotting: Each parcel shall be plotted on the 1" = 50' Ortho base map.
- 2.52 Dimensioning of Parcels: All parcel dimensions will be shown to the nearest one tenth (0.1) of a foot. Dimensions for parcels for which the deed has no dimensions will be scaled to the nearest foot and indicated by a small "s" after the dimension.

Parcels for which deed dimension scales are discovered to be in error by more than 10% will have the dimension followed by a scaled dimension. Example: 20' - 25' s

An errata listing shall be prepared by the contractor to include all parcels that fall in this category.

- 2.53 Acreage Computations: Will be made for all parcels of one (1) acre or more which do not have a deed acreage. These acreages will be computed by using a polar planimeter or an electronic digitizer. All acreages will be shown to one-tenth (0.1) acre.
- 2.54 Parcel Numbering: The parcel numbering system to be used should be researched by the Equalization Staff to insure that the most flexible and adaptable system for the City of Boston will be utilized. A workable example of a parcel numbering system is given below.
- 2.541 Property Parcel Numbering Example: The parcel number will consist of three (3) basic parts: the sheet number, the block number, and the lot number. The sheet numbering system has been previously described. This number will consist of five (5) digits. A whole number will indicate that the sheet is mapped at 1" = 100' and a decimal number will indicate the sheet is mapped at 1" = 50'.

2.54 Parcel Numbering: (Cont'd.)2.541 Property Parcel Numbering Example: (Cont'd.)

The block numbers can be up to two (2) digits in length. Each sheet can be subdivided into blocks that would contain less than 100 parcels. Blocks are numbered consecutively on each map starting in the northwest corner with 1. Blocks can be formed using natural boundaries such as roads, highways, rivers, railroads, etc. Condominium buildings will constitute an individual block and would be identified by an Alfa Character. Example A - 2

The lot numbers will consist of a maximum of two (2) digits. Lots are numbered consecutively from 1 within each block. The numbering should begin in the upper left portion of the block and continue in a clockwise direction around the entire block.

Examples: Parcel on 1" = 100' Map 36.00-03-02
Parcel on 1" - 50' Map 36.02-03-02

2.5411 Parcels Falling On More Than One Map: Where it is necessary to show portions of a single large parcel on two or more map sheets, the parcel and its match lines will be clearly labeled on each map sheet, together with a note as to where the remainder of the parcel appears. The parcel acreage and number will appear on the map containing the greatest area of the parcel.

2.542 Parcel Subdivision: When a part of a parcel is sold off a decimal suffix is added to the original parcel number for both the original part of the parcel and the new parcel. The parcel retained is always numbered with the suffix 1, while the sold off portion (s) are suffixed starting with the number 2 and numbering up. After the maximum number of digits is reached in the parcel number, the split off parcel will have to be numbered using the next higher number in the block or the block will have to be renumbered.

Example:	06.01-02-03	Original Parcel
	06.01-02-03.1	Retained Portion
	06.01-02-03.2	Portion Sold Off

If One of These Is Split

	06.01-02-03.2	Original Parcel
	06.01-02-03.21	Retained Portion
	06-01-02-03.22	Portion Sold Off

2.54 Parcel Numbering: (Cont'd.)

2.541 Property Parcel Numbering Example: (Cont'd.)

2.543 Parcel Index: An index will be provided that will list the new parcel number and the old parcel number. This index will be an update of the present computer-listed assessor's roll to include the new parcel number. The format of the material stored in the computer may have to be revised to accomplish this.

2.55 COORDINATE LOCATOR NUMBER: A coordinate locator number will be assigned to every parcel of land. The coordinate locator will be a combination of the easting and northing coordinate in the Massachusetts State Plane Coordinate System. It will locate the approximate visual center of each parcel. The easting reading of (7) digits will precede the northing reading of (6) digits.

Example: 2572507 - 459106

This information will be furnished along with the parcel index. The parcel index as listed under 2.543 of the specifications will then list the new parcel number, the old parcel number, the coordinate locator number, and the data control number.

SECTION 3

MATERIALS TO BE FURNISHED
BY THE CITY

TECHNICAL SPECIFICATIONS

Materials To Be Furnished By The City

- 3.1 Materials To Be Furnished By The City (At No Cost To Engineer)
- 3.11 Microfilm: A duplicate copy of the tax rolls as required by the engineer.
- 3.12 Assessment Roll: A printout of the assessment roll.
- 3.13 Assessment Roll: A copy of the assessment roll on a magnetic tape or disc pack with a copy of format used.
- 3.14 Planimetric Maps: Shall be made available to the engineer.
- 3.15 Assessment Maps: Shall be made available to the engineer.
- 3.16 Subdivision Maps: A full size copy of all available subdivision maps and of any new subdivision maps recorded during the life of the contract, including building description plans of all condominiums, to the extent presently available.
- 3.17 Right-of-Way Listing and Maps: A listing of the right-of-way widths of all roads within the City and road plans of any roads that have variable widths, to the extent, presently available.
- 3.18 Property Transfers: A paper copy of all property transfers made during the life of the contract.

SECTION 4

DELIVERY ITEMS

TECHNICAL SPECIFICATIONS

Delivery Items

4.1 DELIVERY ITEMS

4.11 Microfilm: All microfilm furnished by the City.

4.12 Index: As described in Section I.

4.13 Assessment Maps: Drafted on reproducible cronar or comparable reproducible material.

4.14 Aerial Photographs and Base Maps:

4.15 Prints: One (1) set of prints of the index and assessing maps.

4.16 Parcel Index: An index listing the old map numbers and the new map numbers, parcel number, coordinator locator number, and data control number.

NEIGHBORHOOD DELINEATION

The delineation of neighborhoods for the purpose of a mass appraisal program for the City of Boston is illustrated on the following pages. There are nineteen (19) Districts and one hundred nine (109) Neighborhoods shown.

These were chosen through a detailed study by the Boston Redevelopment Authority (BRA) in 1977. The studies are entitled "District Profile & Proposed 1978 - 1980 Neighborhood Improvement Program". The data presented covers the primary area of consideration in neighborhood delineation, population, employment, housing stock, income level, and other socio-economic factors.

1. ALLSTON-BRIGHTON DISTRICT:



Allston-Brighton unlike some other neighborhoods in the City is heretogenous in its racial, ethnic and economic composition. The variety of housing choices, both for owners and tenants, the availability of public transportation, the presence of green areas and tree shaded streets, the location of universities and hospital complexes all serve to draw individuals with various incomes to Allston-Brighton. The working population includes a significant proportion of professional, managerial and technical workers (32%) especially when compared to laborers and domestics (3%). Another substantial proportion (29%) is in clerical work. At the same time, however, rents in Allston-Brighton are the second highest in the city exceeded only by those in Back Bay-Beacon Hill. However, the area has housing for a wide variety of income groups.

1. ALLSTON-BRIGHTON DISTRICT (Cont'd)

Information of population and housing in this report is derived from the 1970 U. S. Census. The data for the Allston-Brighton district is available on a sub-area basis and for purposes of analyzing this data, three sub-areas have been designated; Allston, Commonwealth and Brighton. Allston is that section in the northeast bounded on the north and east by the Charles River and on the south and west by Brighton Avenue and North Beacon Street. The Massachusetts Turnpike passes through this section. The Commonwealth sub-area is a narrow expanse to the south including Commonwealth Avenue from Brighton Avenue to Cleveland Circle. The Brighton sub-area extends to the Newton city limits and includes such major streets as Cambridge, Washington and Market Streets.

a. ALLSTON

The character of the Allston community has changed considerably because of the influx of students and young working people from nearby colleges and universities and the concurrent decrease in the number of elderly residents. Some families are leaving Allston and the single family homes are being converted to multi-unit structures. This is apparent in the 1970 census data which showed a 19% decrease in the number of housing units with 6-8 rooms and a concurrent 24% increase in the number of units with 1-3 rooms. Although there was a net growth in population of 2% in contrast to a city-wide decrease from 1960-70, Allston, as a family residential community, has been weakened by the increase of absentee landlords. At the same time rents and sales prices have risen substantially (making it difficult in some cases for long-term residents to remain). The lack of permanence in the community is evident from the fact that over 62% of the population did not live in the same residence in 1965 as in 1970, compared with 50% for the city as a whole. In spite of the fact that absentee ownership may be causing deterioration in the housing stock and a change in the neighborhood's character, owner occupants continue to invest in their property. There is, on the other hand, a significant percentage of homes (35%) requiring rehabilitation in excess of \$1,000, according to a 1973 City/BRA survey.

b. COMMONWEALTH

The Commonwealth sub-area consists primarily of those structures with five or more units. This sub-area contains 58% of the 5+ units structures in Allston-Brighton. The population is considerably more mobile since 70% have moved since 1965 compared with 62% in Allston and 48% in Brighton. The Commonwealth community experienced a sizable (7%) decrease in overall population from 1960-70, but the number of people aged 20-24 years increased 214% and now represents 30% of the population in the area. Since many of the students and young working people sharing apartments have automobiles, there has been an increase in cars and congestion in spite of the smaller population. This congestion is magnified by residents of Brookline who park their cars overnight in the Commonwealth sub-area. Night parking is illegal in Brookline.

Comparative Statistics - Allston-Brighton
1970 U.S. Census Data

Population	Allston	Commonwealth	Brighton	District	(1975 Update)*	City	(1975 Update)*
Total 1970	12,403	17,566	33,685	63,657	67,405	639,803	637,986
Change from '60	2%	-7%	1%	-1%		-7%	
Aged 15-19 yrs. - 1970	2,016	659	2,632	5,307	5,801	60,900	64,706
Change from '60	163%	-10%	22%	45%		2%	
Aged 20-24 yrs. - 1970	2,454	5,799	4,881	13,134	17,330	76,958	87,267
Change from '60	84%	214%	90%	129%		47%	
Aged 65 yrs. & over 1970	1,043	3,305	5,330	9,678	9,808	81,437	81,318
Change from '60	-17%	-13%	43%	11%		-4%	
INCOME							
Median Family	9,345	8,930	9,990	9,626		9,133	
% Families under \$5,000	18%	21%	16%	17%		22%	
HOUSING							
Total Dwelling Units	3,795	9,544	11,935	25,324		232,856	
Units Needing Fix-up in excess of \$1000	1,319 (35%)	349 (4%)	1,370 (12%)	3,038 12%		67,102 29%	
Owner Occupied Structures containing 1-9 units	44%	33%	56%	51%		53%	
Market Condition	Strong	Strong	Strong	Strong		Stable	
Mobility of Residents- Residence over 5 years 1970	37%	27%	52%	48%		50%	

* Source: BRA Research Department

b. COMMONWEALTH: (Cont'd)

The low percentage (37%) of the owner occupied structures has had a detrimental effect on the appearance of neighborhoods and the sense of community. The life style of some of the young people and that of the elderly who remain is considerably different from that of the families who used to occupy the brick apartment buildings abutting Commonwealth Avenue. There are more people in this area with incomes under \$5000 (21%) than in other sections of Allston-Brighton. Their lower income and different buying patterns have had a strong influence on the kind of retail establishments locating in the area. Along Harvard Avenue, for example, a supermarket, variety stores and neighborhood pubs have been replaced by dating bars and shops catering to young people.

c. BRIGHTON:

Although Brighton, too, has experienced an influx of students and young people since 1960, it has retained its family residential character. Brighton has 92% of the single family structures and 73% of the owner occupied structures in the district. The houses in Brighton are generally of wood frame construction and in reasonably good repair with the rate of owner occupancy (56%) slightly higher than the City as a whole. Within the Brighton sub-area, there are four neighborhoods, Aberdeen, Brighton Center, Faneuil and Oak Square. Brighton Center saw the earliest settlement and it contains many large, impressive homes some of which are being converted to non-residential uses. The Aberdeen neighborhood contains many single family detached homes as well as some of the first suburban-type brick townhouses. The latter was constructed around 1890 as a result of the extension of Commonwealth Avenue to the Chestnut Hill Reservoir. The Faneuil neighborhood contains mostly one and two family detached dwellings. However, this neighborhood and the Oak Square neighborhood has experienced considerable pressure to increase the density by the creation of additional units within existing buildings in the last three years. The "suburban" quality of these neighborhoods will be jeopardized if these conversions go unchecked.

The population is more stable than that of the rest of the district or the City as a whole, 52% of the population resided in the same home in 1970 as in 1965. Unlike Allston or Commonwealth, Brighton saw a 43% increase in its elderly population from 1960 to 1970. There was also a substantial increase in the number of Chinese and Spanish-speaking people residing in Brighton. Public officials must now consider the special needs of these groups especially in the area of social services and public transportation for the elderly and English language assistance for the Chinese and Spanish-speaking.

2. BACK BAY/BEACON HILL DISTRICT:



According to the census, the district experienced a 13% increase in population between 1960 and 1970, in contrast to the City's 7% decrease. The area's population is increasingly dominated by people aged 15-34, with especially strong gains in the 15-24 age group. The district's affluence relative to the rest of the City is shown by median income figures for families and individuals. In contrast to the City as a whole, the district has a low (23%) proportion of family households and a high (77%) proportion of households comprised of persons living alone or unrelated individuals.

Not surprisingly, a high proportion (85%) of the district's housing units are renter-occupied, and a low proportion (9%) are owner-occupied; the comparable City statistics are 68% and 26% respectively. Likewise relatively few of the district's housing units are in single-unit and 2-9 unit structures; close to 60% of them are in buildings containing 10 or more units. The proportion of the district's housing (26%) which is in need of major repairs is slightly less than that proportion of the City's housing stock. The district's real estate market is rising, while the market for the City as a whole is considered to be stable.

a. BACK BAY

The population of the Back Bay is predominantly young adults and students. In recent years there has been an influx of families with children, and with the consolidation of many of the small schools, the college-age population has leveled off and possibly even decreased. Nonetheless, over two-thirds of the population is between the ages of 15 and 35, versus 34% citywide, and the proportion of that age group increased from 1960 to 1970. Although the total population grew by 20% to 18,267, the 15-24 age group was the only one to significantly increase its relative proportion of the population (from 29% to 48%). Mobility in Back Bay is high, with only 12% of 1970 Census respondents having lived in the same units five years or longer, versus 50% for the city. The student influence is clear, with much of the population in group quarters or non-family households. Median incomes for families and individuals are higher than Boston figures. Some 15% of the area's families, however, earn less than \$5,000 per year.

Housing in the Back Bay is predominantly a mix of quality apartment buildings, lodging houses and dormitories. To this supply was added in the late 1960's 781 luxury apartments in the Prudential Center complex. The recent growth in the conversion of apartments to condominiums* took place after the 1970 Census, which shows owner occupancy at only 8%. Over half (57%) of the City's structures assessed as condominiums are in the Back Bay, typically in 12 to 16 unit structures, although there are four large developments at 180 Beacon Street (114 units), the Copley at Dartmouth and Newbury (79 units), 330 Beacon Street (81 units) and the Vendome (137 units). Properties on street corners were the first to be converted followed by Beacon Street (riverside) and mid-blocks on Commonwealth Avenue. The most attractive properties appear to have been already converted.

By far the majority of Back Bay residents continue to be renters, nonetheless. It was estimated in 1973 that 28% of the subarea's housing stock needed repairs of over \$1,000.

b. BEACON HILL

Beacon Hill experienced only a very slight (1%) increase in total population between 1960 and 1970, although the relative proportion of people aged 15-34 jumped from 41% to 54%, in contrast to the comparable citywide proportion, which remained about the same. The neighborhood's median income figures for families and individuals are well above citywide medians, and only 12% of Beacon Hill's families earned less than \$5,000 in 1970, contrasted with 22% for the City as a whole. Only about one-quarter of Beacon Hill's households are family households; the remaining three-quarters of the households are comprised of persons living alone or unrelated individuals. In contrast, two-thirds of the City's households are families. Beacon Hill's population is much more mobile than the population of the City as a whole: only 26% of the neighborhood's population has occupied the same housing unit for five or more years compared to 50% for the City.

As in the Back Bay, a relatively small proportion (10%) of Beacon Hill's housing units are owner-occupied, and a large proportion (84%) are occupied by renters. 40% of Beacon Hill's housing stock is in buildings containing 10 or more units, contrasted with 67% for Back Bay and 23% for the City. 53% of Beacon Hill's stock is in 2-9 unit buildings, mostly 3-4 story brick townhouses which have been converted to apartments. Since 1971 there have been about two hundred condominium conversions on Beacon Hill mostly in 5-8 unit groups.

c. BAY VILLAGE

Although the character of the center of Bay Village has changed very little from the time the streets were laid out and the houses built in the middle of the 1800's, the extremities of the area have gradually been encroached upon by commercial and institutional uses, and the number of houses in the area is only about half of what it once was. The predominant character of the area is still rowhouses on small streets. It is Bay Village's relation to the rest of the City, however, that has undergone great change over the years. The area has gone from an outlying residential suburb to being right in the middle of the downtown. The area in recent years has become a very urban neighborhood with many different life styles and income groups. The residents enjoy living in a small neighborhood, but also like being within the downtown core. The population is small with only about 900 people in the area. There is a low degree of resident ownership, with only 10% of the buildings being owner-occupied. The condition of the housing stock is quite good, both due to a large number of federally funded low interest loans under the BRA's renewal efforts and a strong rental market that has encouraged owners to continue investing in their properties.

COMPARATIVE STATISTICS - BACK BAY/BEACON HILL

POPULATION	BACK BAY	BEACON HILL	DISTRICT	CITY
Total 1970	18,267	9,259	27,526	639,803
Change from 1960	+20%	+1%	+13%	-7%
Black 1970	478	105	583	104,429
% 1970 total	3%	1%	2%	16%
% 1960 total	2%	2%	2%	8%
Aged 15-24 years	8,843	2,670	11,513	137,858
% 1970 total	48%	29%	42%	22%
% 1960 total	29%	20%	26%	15%
Aged 25-34 years	3,564	2,296	5,860	79,210
% 1970 total	20%	25%	21%	12%
% 1960 total	18%	21%	19%	13%
Aged 65 yrs. & Over	1,907	1,196	3,103	81,437
% 1970 total	21%	13%	11%	13%
% 1960 total	18%	16%	17%	12%
<u>INCOME</u>				
Median Family	\$ 9,584- 19,106	\$10,908- 18,574	\$ 9,584- 19,106	\$ 9,133
Median Individual	\$ 3,360- 7,023	\$ 4,524- 5,645	\$ 3,360- 7,023	\$ 2,189
% Families Under \$5,000	13%	12%	15%	22%
<u>HOUSEHOLD PATTERNS</u>				
Total Households	8,940	5,513	14,453	217,622
Family Households	1,908	1,414	3,322	140,966
% total	21%	26%	23%	65%
Non-Family Households	7,032	4,099	11,131	76,656
% total	79%	74%	77%	35%
Persons in Group Quarters	1,350	302	1,652	39,346
% total population	7%	3%	6%	6%
% Population in Same Unit 5+ years*	12%	26%	24%	50%
<u>HOUSING</u>				
Total Units	7,891	5,880	13,771	232,400
Owner-Occupied Units	613	575	1,188	59,178
% total	8%	10%	9%	26%
Renter-Occupied Units	6,810	4,938	11,748	158,257
% total	86%	84%	85%	68%
Vacant Units	468	367	835	14,966
% total	6%	6%	6%	6%
% Total Units In:				
Single-unit structures	2%	7%	4%	15%
2-9 unit structures	31%	53%	39%	62%
10+ unit structures	67%	40%	57%	23%
Units Needing \$1,000 Fix-up±	28%	23%	26%	29%
Market Condition±	Rising	Rising	Rising	Stable

NOTE: District figures include Back Bay and Beacon Hill Only

* Reliable data available only for district and City

± Data Source is BRA Research Department

3. CHARLESTOWN DISTRICT



Information on population and housing in this report was derived from the 1960 and 1970 U.S. Census and from research carried out by the Metropolitan Area Planning Commission (MAPC) and the State Banking Commission. Within Charlestown, four sub-areas Breed's Hill/Town Hill, Bunker Hill, Little Mystic and the Neck have been defined for further analysis.

It is important to note that the population and housing data in the 1970 U.S. Census do not reflect full occupancy in the new housing developments at Charles Newtowne and Mishawum Park.

a. BREED'S HILL

The Breed's Hill-Town Hill area is in the southern section of Charlestown and includes City Square which is the entrance to the town from Boston, and three historic parks, the Bunker Hill Monument, John Harvard Mall and the Training Field. Breed's Hill includes the traditional center of commercial activity, Thompson Square, as well as the site of the new shopping center. This neighborhood also includes the new library, the MDC skating rink and the new Bunker Hill Community College. Residential streets including Harvard, Prescott, Washington and Old Rutherford are known as the Town Hill area. This area is listed on the National Register of Historic Places as the streets are among the oldest in Boston. Residences in the area are predominantly three and four story brick rowhouses built in the nineteenth century. In recent years, the Breed's Hill-Town Hill area has experienced the greatest influx of new residents coming into Charlestown. Many of the larger houses in the area, which had been converted into rooming houses during the periods of booming activity in the Naval Shipyard, are now being reconverted into one, two and three family dwellings. Although considerable housing rehabilitation has occurred in the area since the inception of the Urban Renewal Program in 1965, over one-third of the units still needed rehabilitation in excess of \$1,000 in 1973. Since 1973 however, some of these units have been rehabilitated under the continuation of the Urban Renewal Program and the City's Housing Improvement Program which was initiated in 1975. The HIP program alone has resulted in the revitalization of 95 structures at a cost of \$507,000. Housing rehabilitation in the area has also been encouraged by the recent demolition of the elevated structure on Main Street. Additional rehabilitation in the immediate vicinity of City Square is likely to occur once the plans for the northern end of the Central Artery are firmly established.

In 1970, 38% of the area's dwelling units were owner-occupied. This is somewhat higher than the percentage of owner occupancy for Charlestown in its entirety or for the City of Boston. The influx of new residents into the area after urban renewal began is apparent from the fact that only 44% of the housing units reported the same occupants resided in the units five or more years before the 1970 Census. This is lower than any other area in Charlestown and lower than the percentage for the City as a whole. In spite of the apparent mobility in this area, there are many long term residents and roomers living in the Breed's Hill neighborhood.

a. BREED'S HILL (Cont'd)

The area has a predominance of clerical and service workers. This area showed the lowest population decline, 5%, of all neighborhoods in Charlestown from 1960 to 1979. On the otherhand, the Breed's Hill area showed the highest population decline from 1970 to 1976. This may be the result of the conversion of rooming houses into one and two family dwellings that has evolved with the urban renewal program.

b. BUNKER HILL

The Bunker Hill area is located to the northwest of Breed's Hill Town Hill and includes the new fire station, the Ryan and Doherty Playgrounds, the recently completed low and moderate income housing development, Mishawum Park, as well as a variety of industrial uses. The Mishawum Park development was not completed when the 1970 Census was taken and therefore the statistical data below for the Bunker Hill area do not include today's Mishawum Park population. The development contains 327 units including .60 for elderly. The population is estimated at about 1,400 people including 850 children.

The Bunker Hill area contains most of the one and two family dwellings in Charlestown. Most of the residences are two, three and four story rowhouses, predominantly brick in the southwestern portion and wood frame in the northeastern portion. The majority of the buildings are in good or fair condition. However, in 1973 over one-third were estimated to be in need of rehabilitation in excess of \$1,000. The Bunker Hill sub-area has shown the strongest rate of participation in the Housing Improvement Program with a total of 156 cases completed since the inception of the program in the Summer of 1975. The majority of the HIP activity has occurred southeast of Auburn Street. A total of \$852,000 has been spent on these housing improvements. The demolition of the elevated line on Main Street, the continued availability of financial assistance, and the completion of BRA urban renewal activities in the Sullivan Square area should spur an increase in both residential and commercial rehabilitation.

The 1970 Census, which excludes Mishawum Park, shows the Bunker Hill area to be rather stable in that 59% of the people in the area resided in the same house five years or more. The housing units in the area are 45% owner-occupied. The area showed a 22% decline in population from 1960 to 1970 but the new residents of Mishawum Park more than offset this loss.

b. BUNKER HILL (Con't)

The MAPC figures show an increase in population of approximately 166% from 1970 to 1976 for the section of the Bunker Hill area which includes Mishawum Park. All census tracts in the Bunker Hill neighborhood showed population gains from 1970 to 1976. This contrasts with the Breed's Hill neighborhood which lost population. The majority of the working population in the Bunker Hill area are in the clerical and service industries.

c. THE NECK

The Neck area is the extreme western section of Charlestown, physically separated from the rest of the town by Cambridge Street and Rutherford Avenue. It includes some industrial land, some automobile-oriented, commercial development along Cambridge Street, and a very small residential neighborhood. The dominant housing type is detached frame one and two-family houses. There are also a few six-unit apartment structures and several three-family houses. The majority of the area's housing is well maintained and in fair condition with less than one third of the units requiring rehabilitation in excess of \$1,000 in 1973. Because the Neck was not included in the urban renewal project boundaries, it has not been eligible for federal rehabilitation assistance. Interestingly, only five homeowners have taken advantage of the financial incentives available to rehabilitate their houses under the Housing Improvement Program from its inception in May 1975 to June 1977. The Neck has a relatively high proportion of owner occupied units, 49% and 53% of the area's population have lived in the same unit for five or more years. The area has what might be called a moderate housing market, with no significant increase in resale values or rent levels in recent years. The majority of the employed individuals residing in the Neck are blue collar and clerical workers. The Neck has a fairly high proportion, 30% of families with incomes less than \$5,000. The area experienced a 47% loss of population between 1960 and 1970 because of the demolition of many of its residential structures necessitated by construction of the new Orange Line and Sullivan Square Station.

d. LITTLE MYSTIC

The Little Mystic area is in the Northeast section of Charlestown. It contains the Naval Shipyard, some port related uses including Boston's primary containerport, the Bunker Hill housing project, the new Kent Community School, the new athletic complex and the recently completed Charles Newtowne housing development which was only partially occupied at the time of the 1970 Census. Outside of the housing development and the Bunker Hill project, the area's residences are predominantly two and three family wood rowhouses. The majority of these structures are in fair to poor condition with evidence of deterioration concentrated in the vicinity of the Bunker Hill housing project. Approximately one third of the area's dwelling units were in need of rehabilitation in excess of \$1,000 in the 1973 survey. The participation rate in the HIP program is considerably lower in the Little Mystic neighborhood than in Breed's Hill or Bunker Hill. A total of 47 cases have been completed at a cost of \$268,000.

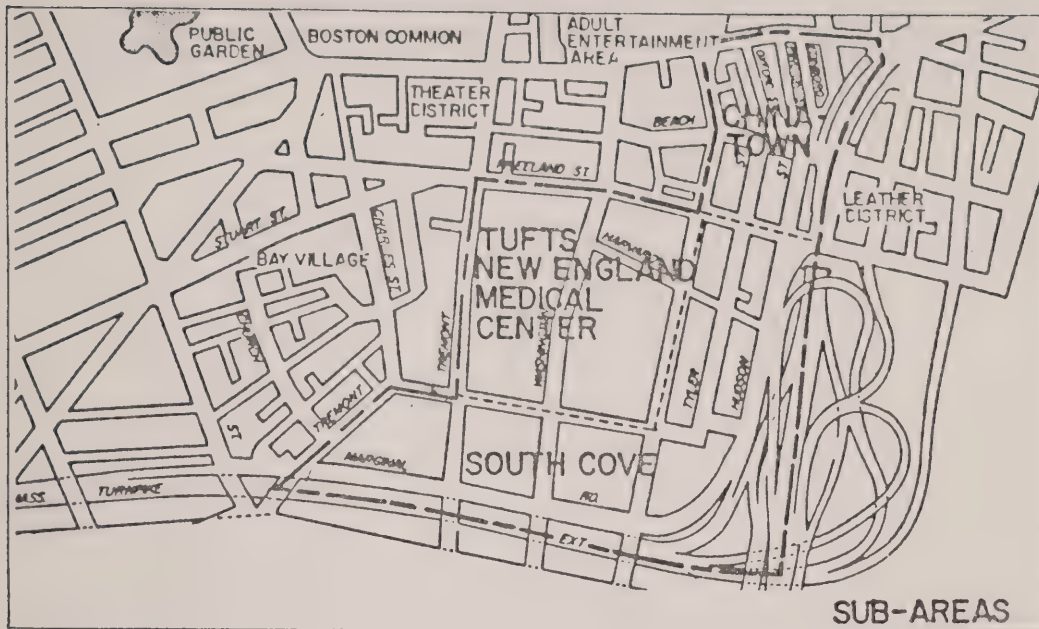
In spite of these conditions the Little Mystic area shows certain signs of residential stability. In 1970, 53% of the population had resided in the same house for five years or more. Only 4% of the housing units are owner-occupied but this is because of the presence of the housing project. Little Mystic showed a population decline of 40% from 1960 to 1970. However, the new residents of Charles Newtowne, numbering close to 1,350, including about 800 children, nearly replace the population lost in the past decade.

Little Mystic has retained its character as a family neighborhood with employment primarily in blue collar and clerical work.

COMPARATIVE STATISTICS-CHARLESTOWN • U.S. Census Data

	BREED'S HILL TOWN HILL	BUNKER HILL	THE NECK	LITTLE MYSTIC	DISTRICT TOTAL	CITY
<u>POPULATION</u>						
Total 1970	5,284	5,772	408	3,889	15,353	639,657
Change from 1960	-5%	-22%	-47%	-40%	-24%	-8%
Elderly 65 years. & over-1970	604	594	37	469	1,704	
Change from 1960	-17%	-18%	-46%	4%	15%	
Married Couples with children under 18 yrs. - 1970	544	622	39	288	1,493	68,873
Change from 1960	-22%	-29%	-55%	-35%	-29%	-18%
Percent of Families earning less than \$5,000/annum	16%	12%	30%	22%	17%	22%
Unemployment	N/A	N/A	N/A	N/A	19%	12%
<u>HOUSING</u>						
Total occupied dwelling units	1,687	1,777	121	1,225	4,810	232,856
% units Owner occupied	38%	45%	49%	4%	32%	27%
People in same house over 5 years	44%	59%	53%	53%	51%	50%

4. CHINATOWN - SOUTH COVE DISTRICT:



Demographic statistics for Chinatown-South Cove are difficult to obtain because the small size of the area precludes its being treated as a single census tract by the U.S. Census Bureau. Surveys conducted under auspices other than the U.S. Census Bureau are not entirely accurate because of the unknown number of illegal aliens residing in the community and the inherent reluctance of many residents to be involved in surveys or information gathering. The statistics used in this profile are from the 1970 Census Information by Blocks and other demographic surveys.

The Chinatown-South Cove residential community (see map) is bounded by the Expressway, Essex Street, Harrison Avenue, Kneeland Street, Tyler Street, Oak Street, Tremont Street and the Turnpike. It is separated from Bay Village, the nearest residential neighborhood, by the Tufts-New England Medical Center which includes the area bounded roughly by Tremont Street, Oak Street, Harrison Avenue and Kneeland Street.

The northern edge of the community contains several large warehouse buildings abutting narrow streets. From Beach Street to the south this neighborhood is characterized by three and four story, brick rowhouse structures with commercial space on the ground floor and in the basements and residential units on the upper floors.

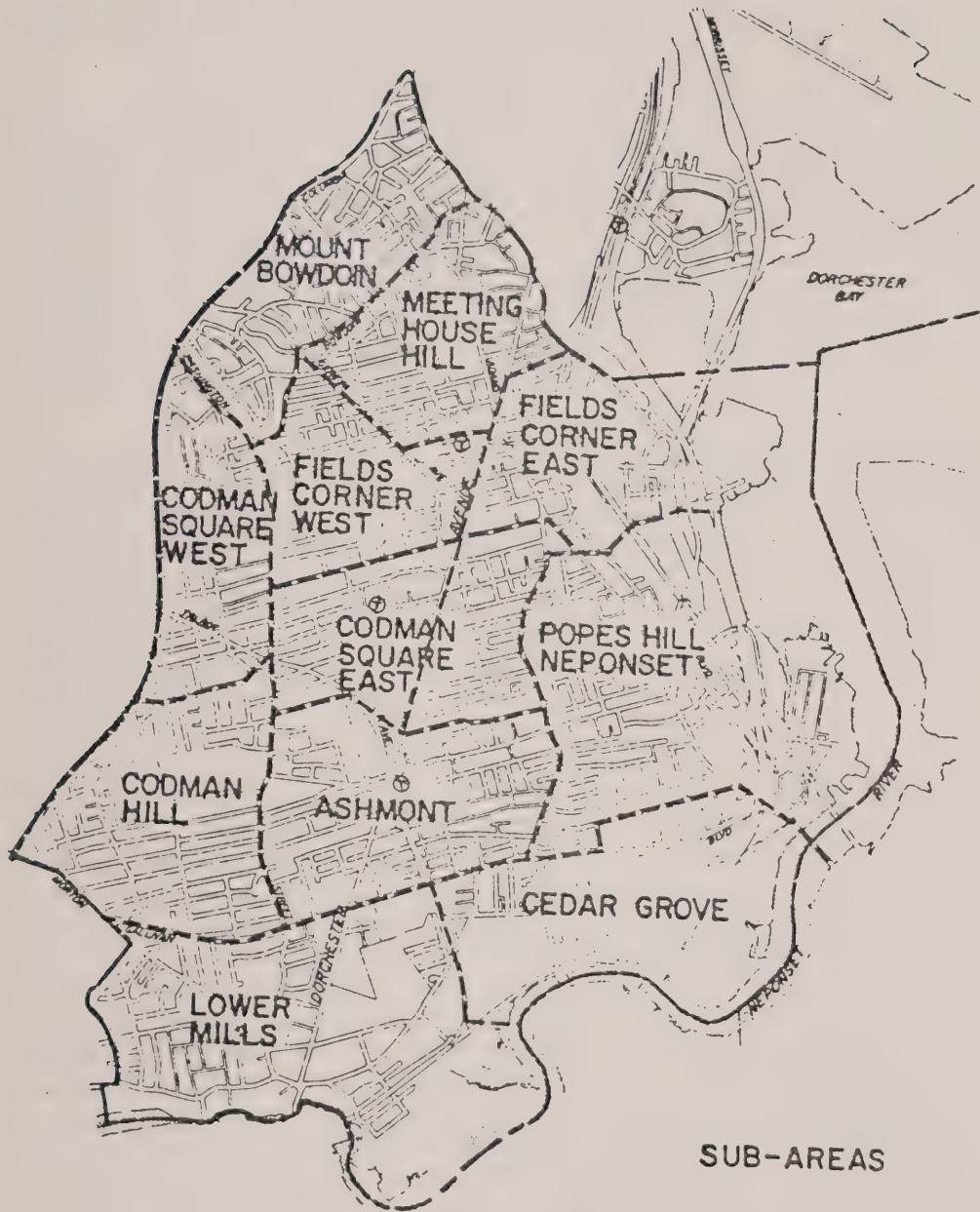
4. CHINATOWN - SOUTH COVE DISTRICT:

The southern edge of Chinatown-South Cove south of Oak Street has been dramatically changed as a result of the urban renewal program. It now includes the new Mass Pike Towers and Tai Tung Village as well as the new Quincy School and Quincy Towers.

COMPARATIVE STATISTICS - CHINATOWN/SOUTH COVE

Population	South Cove	Beach Street	District	City
Total 1975 (estimate)	1,900	900	2,800	637,986
Total 1970	750	900	1,650	639,657
Change from 1960 to 1975	-400	+200	-200	
Total Chinese 1970	700	900	1,600	
Income				
Median Family	\$ 5,100	\$ 5,100	\$ 5,100	\$ 9,133
Percentage of Families with annual income less than \$5,000	48%	48%	48%	22%
Housing				
Total Dwelling Units	584	250	834	232,856
Units Needing Rehab in excess of \$1,000 (1975)	N/A	50-75%	N/A	67,102
Owner-occupied	N/A	48	N/A	27%

5. DORCHESTER/FIELDS CORNER DISTRICT:



The Dorchester area extends from Edward Everett Square to Mattapan Square and includes a population of approximately 180,000 people, greater than any city in Massachusetts except Boston. This is a large and exceedingly complex area to understand and plan for or to treat adequately in a single document. Consequently, a Fields Corner "Planning District" has been established which includes the area to the east of the Midlands Branch Railroad, extending from Meeting House Hill to Lower Mills. This planning district, which is the Fields Corner Little City Hall area,

5. DORCHESTER/FIELDS CORNER DISTRICT:

has a population of approximately 82,000 people. This report will deal with the Fields Corner Planning District only, and the remainder of Dorchester will be covered by other reports being prepared in conjunction with this one (Uphams Corner, Franklin Field, and Mattapan).

The information on population and housing in this report is derived from the U.S. Census of 1960 and 1970 and from a survey conducted in 1972 by the City of Boston Housing Inspection Department. In order to better understand the tremendous variety of people and neighborhoods within the Dorchester Planning Area, the available data has been organized on the basis of 11 geographic areas which in part reflect historic area names and civic group areas, but also indicate areas of differing income levels, differing racial compositions and differing housing stock characteristics.

A general description of the Fields Corner Planning District based on Census data would show a slowly declining total population with an increasing minority population, although neither the rate of population loss nor the percentage of minority population is as great as the City average. Dorchester tends to have more children, a more stable population, higher average incomes and fewer poverty level families than the City. There is also a high percentage of homeowners and a predominantly single to three family housing stock.

Any attempt to describe the characteristics of all Dorchester masks a broad range of widely differing communities with measurably different population and housing characteristics. The Census data (see chart below) tells a story of great diversity with neighborhoods with incomes ranging from 25% above the City average to 25% below average. Some neighborhoods have twice the proportion of elderly residents that others have. The percentage of children in various neighborhoods ranges from 26% to 42%. The percentage of Black and Spanish-speaking residents varies from 0% to 57%. In some neighborhoods 70% of the population has lived in the same house for more than five years while in others, only 40% has this degree of stability. Lower density single and two family houses provide up to 77% of the housing units in some neighborhoods but only 21% in others. According to the 1972 survey, building conditions varied from only 8% of dwelling units in some neighborhoods needing major fix-up expenditures to as many as 50% requiring substantial work in other areas.

a. MOUNT BOWDOIN

Mount Bowdoin has some of the most serious neighborhood problems, yet the area remains one in which people buy and invest in homes, and retain a sense of neighborhood. The recent revival of the Mt. Bowdoin Betterment Association is an encouraging sign.

Mount Bowdoin has had a very rapid racial transition since 1960, with large numbers of young Black families moving in, with a correspondingly low proportion of elderly residents and a high percentage of children. In 1970, the area had the highest proportion of families with incomes below the poverty level, and in 1972, the worst building conditions. The Mount Bowdoin area continues to have problems of housing deterioration, abandonment, and fires. The results have been a continuing loss of neighborhood confidence. There is evidence that at least part of the problems are directly related to teenage vandalism and some teenage gang activity. Many of the problems in the area are the latent effects of the BBURG program as described in Section B, Housing. Other contributing causes to the neighborhood's problems are the lack of adequate public transportation, large numbers of absentee owners, and the similar problems in adjacent areas.

b. MEETING HOUSE HILL

Meeting House Hill is the most densely developed section of Dorchester with only 21% of its dwelling units in single and two family houses. There are few large apartment buildings in the area, the majority of the buildings being three family structures.

Neighborhood confidence and strength has been on the decline and this has been reflected in localized disinvestment and housing deterioration. The strength of the neighborhood varies considerably from street to street, and the physical condition of the neighborhood varies greatly sometimes within a block, more often from street to street. As neighborhood residents have become more diverse, the process of transition has been rocky with only limited infusion of new residents into the community. There has been a significant number of Spanish-speaking residents moving into the western part of the neighborhood. Within the neighborhood, there is fear of racial transition among long time residents, as well as concern over crime and increasing numbers of children. All or some of these factors may be contributing to the deterioration of some of the housing stock. A portion of Meeting House Hill is a Homesteading Area, where the City owned vacant homes, provide rehabilitation incentives, and coordinate capital improvements.

b. MEETING HOUSE HILL

As of yet, there has been little physical change in the neighborhood, but there is renewed interest and confidence among some residents. The organizing efforts by St. Peter's Church is having a positive impact on neighborhood confidence. The recent start of Bowdoin Street reconstruction and the recent opening of several new stores in the Bowdoin Street business district all are positive signs.

c. FIELDS CORNER WEST

Fields Corner West is a neighborhood that has undergone significant racial transition without major problems. The strength of the area varies, with some of the more organized streets stronger and more positive about the neighborhood. There has been and continues to be scattered foreclosures and abandonment throughout the area, with homes near Bowdoin and Geneva Avenue the most susceptible.

Fields Corner West has a much higher proportion of single and two family homes than the adjacent areas of Meeting House Hill, Mount Bowdoin, Codman Square West and Fields Corner East as well as generally higher income levels, greater population stability, higher owner occupancy and fewer children. Building conditions in the 1972 survey were not as good as might be expected given the other positive factors.

d. FIELDS CORNER EAST

Fields Corner East has population and housing characteristics very similar to the Dorchester average and adjacent Savin Hill. In contrast to Fields Corner West, there are very few minority residents and fewer single and two family houses. Negative influences on the area include noise from the MBTA and the impact of scattered industrial uses which are not well separated from residential areas. Housing conditions vary widely, from very well maintained to very poor. This may be a reflection of the recent diversity of residents, both in attitude and income, with new buyers tending to be more optimistic and with higher incomes than long-time residents. The start of construction of the Alsen-Mapes Industrial Park off of Adams Street offers the opportunity for many jobs for Dorchester residents, the capital improvements for the industrial park should upgrade Park Street and Sturdevant Street and improve the image of that area.

The Fields Corner commercial area is undergoing an unstable time and additional attention is needed there. Some stores are doing well, and the City's Business District Program is starting to bear results. A recent fire in one building and the announced intention to close another large store signals the need for an aggressive marketing of the area for new commercial ventures.

e. POPES HILL - NEPONSET

Popes Hill - Neponset is a relatively upper income, highly stable area with almost no minority population. There is a high percentage of single and two family houses and the housing stock is generally newer than in most parts of Dorchester. Building conditions are good and owner occupancy is high. The formation of the Stay-In-Neponset Association is a very positive sign, and has been a positive influence. There is concern over racial transition elsewhere in Dorchester and the busing issue. At present, there is a strong sense of neighborhood and most residents seem determined to stay in Dorchester. Residents are concerned about the blight along some of the arterial streets and about the effects of liquor and drive-in businesses on Morrissey Boulevard.

The condition of housing in Port Norfolk, however, is only fair, with incompatible industrial uses one of the main causes of resident concern. Recent attention to the sewer problems, and hope for long-term relief from the MDC/State sewer improvements in Boston are encouraging. This combined with Homesteading eligibility for 40% (see Section II, Housing Deterioration for description) HIP rebates should improve neighborhood confidence and encourage home improvements.

The question of how the underutilized waterfront should be used should be addressed by residents and the City. The recent plans for two industrial sites and the questions they have raised points out the danger of ignoring long range planning issues.

f. CODMAN SQUARE EAST

Codman Square East has remained an above average income, well maintained neighborhood while gradually changing in racial composition. There are occasional deteriorated houses and there is concern amount long time residents. The Wellesley Park-Melville Avenue area has seen a large amount of private investment and neighborhood organization. The results have been physical improvements, strong neighborhood confidence, and increasing real estate values. The neighborhood strength is somewhat diminished due to little contact and cooperative effort between long time residents an newer residents. The area is somewhat more densely developed than the immediately adjacent areas, having a number of attractive but very heavily populated streets of triple deckers. Shawmut Station provides transit service to this area. The continued decline of the business district in Codman Square, in spite of a few new stores, is cause for concern.

g. CODMAN SQUARE WEST

Codman Square West has gone through some of the worst aspects of the BBURG program in Dorchester, and neighborhood conditions are still among the poorest in the planning district. While neighborhood confidence is shaky, many residents feel that the worst is over, that the poorest housing is gone, and that the neighborhood is on the way up. A few blocks within the area continue to have severe abandonment problems. The start of a Homesteading Program this year can be an organizing tool to bring about a sense of neighborhood and start to turn the area around. Due to the large amount of demolition in recent years, there are many vacant lots in the area, which are at present a blighting influence.

Codman Square West has experienced the sharpest changes of any section since 1960. The Black population increased rapidly from 1% to 53% in 1970, a trend which has continued. There is also a substantial Spanish speaking population. The influx of young families has resulted in the highest percentage of children of any area, the lowest percentage of elderly and the lowest percentage of people living in the same house for more than five years. Although incomes are low, home ownership has remained high, perhaps due to the BBURG program. Marginal use of industrially zoned land along the Midlands Branch Railroad has been a negative influence on the community and there is no easily accessible rapid transit service.

h. CODMAN HILL

Codman Hill is an area of predominantly single and two family homes in good condition and people of average to moderately high income. Conditions within the Codman Hill area vary widely. The area immediately around Dorchester High School has experienced continuing housing problems, resulting in much demolition, fires, and very low confidence. The continued deterioration of buildings along Washington Street is a major problem. The planning for an intensive improvement program with City technical assistance and potential State funding of rehabilitation around the high school has the potential to both improve the neighborhood, and improve confidence in the surrounding neighborhood. The area to the immediate south of the high school has become racially integrated, and has recently shown new-found neighborhood strength and determination to deal with the limited housing problems in the area. The southern portion of the area remains the most stable and affluent though the community has become increasingly concerned about changes to the north and the threat of its decline on the neighborhood property values and the quality of life.

i. ASHMONT

Ashmont is one of the lower density residential areas in Dorchester with a predominance of single and two family houses, very high owner occupancy, good building conditions and generally high income. The very high percentage of residents over age 60 is a potential weakness if elderly homeowners are caught with fixed incomes in a period of inflation, or find themselves unable to continue to perform routine maintenance and need to rely on high cost labor for needed repairs and maintenance. However, a new City program offering a 50% rebate on home repairs by elderly owners should help. While 1970 statistics indicate a high percentage of elderly residents, there has been a significant number of young homeowners replacing elderly owners in the last 6 years. Some housing deterioration has occurred along Washington Street and Talbot Avenue, and there is concern regarding the continued decline of the Codman Square business district.

j. LOWER MILLS

Lower Mills is a very low density residential area with 75% of its housing units in single and two family structures. The presence of large amounts of public open space including Dorchester Park, Walsh Playground and the Neponset River Reservation contribute to the low density character. While Lower Mills enjoys some of the best housing and highest income in Dorchester, there is continuing concern within the neighborhood regarding the threat of racial change. There is a high level of elderly population which could contribute to a future weakness in the housing market. The new shopping area which opened on River Street has been successful, but there are a few vacant commercial buildings in the older center and vacant land along River Street, the future use of which should be carefully controlled. The Lower Mills area contains many of the older and more interesting buildings in Dorchester which contribute to the attractiveness of the area and should be preserved.

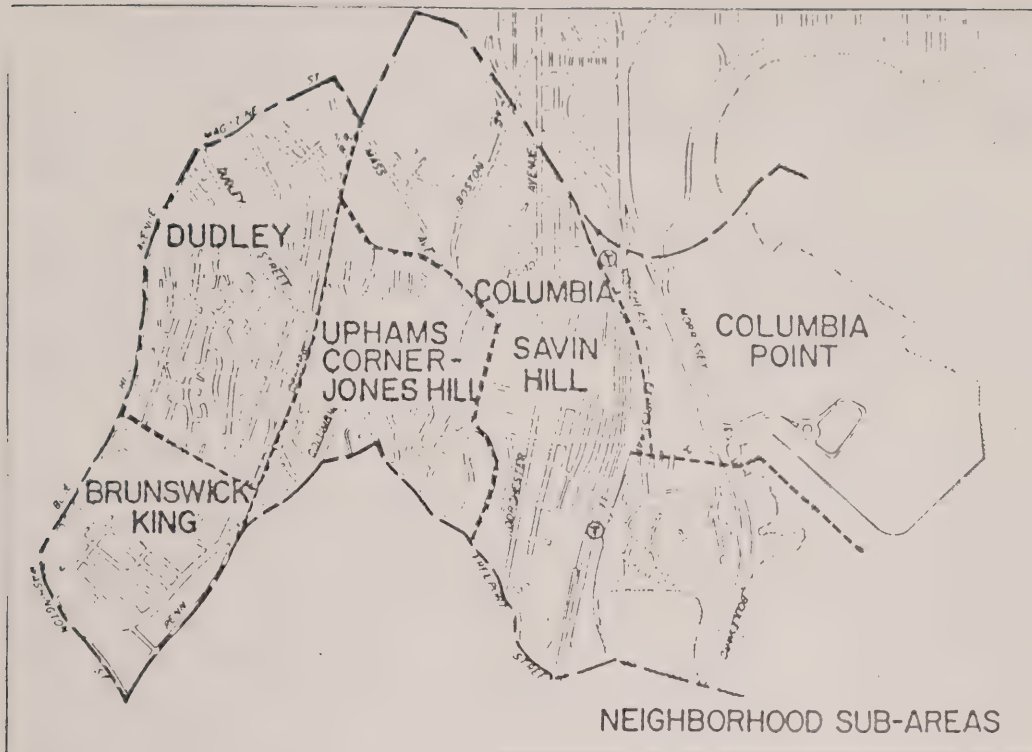
k. CEDAR GROVE

Cedar Grove is the most suburban section of Dorchester with the newest houses, 91% of which are owner occupied, and with the highest percentage of dwelling units in single and two family houses. Building conditions are excellent, incomes are high and the population is the most stable of any neighborhood with 70% of the residents living in the same house for over 6 years. There is some conflict between residential and commercial uses along Gallivan Boulevard and Hilltop Street and the quality and accessibility of the Neponset River shoreline should be improved as an asset to the community. Possible housing reuses are being contemplated at the Keystone Building. The Herman Nick property is about to be reused for wholesale scrap processing. The School Boy Tract Complex remains alive, but stalled in the State Legislature.

COMPARATIVE STATISTICS DORCHESTER/FIELDS CORNER
DISTRICT

<u>Population</u>	<u>Fields Cor. West</u>	<u>Fields Cor. East</u>	<u>Popes Hill Neponset</u>	<u>Codman Sq. East</u>	<u>Codman Sq. West</u>	<u>Codman Hill</u>	<u>Ashmont</u>	<u>Mount Bowdoin</u>	<u>Meeting House Hill</u>	<u>Lower Mills</u>	<u>Cedar Grove</u>	<u>Dorchester Planning District</u>	<u>City</u>
Total 1970	7,000	3,100	9,500	11,000	8,100	9,500	7,800	9,600	10,000	6,400	3,300	82,000	641,000
Total Black 1960	5 0%	5 0%	5 0%	5 0%	110 1%	80 1%	0 0%	30 1%	0 0%	0 0%	0 0%	1,200 1%	10%
Total Black 1970	230 3%	20 1%	50 0%	40 0%	4,300 53%	1,000 11%	60 1%	2,200 23%	100 1%	5 0%	5 0%	11,700 10%	16%
Total Spanish 1970	1%	2%	0%	1%	4%	1%	0%	3%	1%	0%	0%	2%	3%
Aged 60 yrs & over '70	17%	18%	20%	22%	11%	16%	25%	13%	14%	23%	24%	18%	18%
Aged 18 yrs & under '70	32%	31%	32%	31%	42%	34%	26%	40%	36%	26%	26%	32%	28%
Percent of Families living in same house over 5 years	59%	56%	63%	57%	40%	54%	57%	46%	55%	62%	70%	55%	50%
<u>Income</u>													
Median Family 1970	\$9,100-10,500	\$9,600	\$10,000-11,600	\$10,000-10,500	\$7,500-8,000	\$8,700-11,100	\$9,500-11,700	\$7,500-8,700	\$9,000-9,200	\$11,400	\$11,600	\$9,300	\$9,100
Families under \$5,000	17%	18%	12%	16%	25%	18%	14%	27%	18%	12%	6%	20%	22%
<u>Housing</u>													
Total Dwelling Units	2,030	1,170	2,930	3,570	2,480	3,050	2,620	2,760	3,080	1,890	1,210	36,540	232,401
Units Needing Fix-up in excess of \$1,000	840 41%	290 25%	470 16%	830 23%	1,130 46%	450 15%	300 11%	1,370 50%	1,100 36%	70 3%	100 8%	10,170 28%	67,102 29%
Owner Occupied Structures	84%	84%	86%	85%	80%	85%	90%	76%	79%	90%	92%	80%	80%
Single and Two Family Structures	45%	37%	56%	38%	32%	43%	53%	25%	21%	75%	77%	38%	15%

6. DORCHESTER/UPHAMS CORNER DISTRICT



a. DUDLEY

In the past 20-25 years the Dudley neighborhood has experienced the most dramatic changes of all the neighborhoods in the district. In 1940 it had 18,384 persons of whom 0.2% were Black; whereas in 1970 there were 9,805 people with over 50% Black residents. In addition, during the past ten years there has been an influx of a growing number of Spanish-speaking residents which constituted 13% of the population in 1970. Although not reported in the 1970 Federal census there is a growing Cape Verdean population of about 200 families.

A more recent survey conducted by the BRA in the Summer of 1976,* revealed that an approximate 24% of the population were Spanish-speaking, 8% were Cape Verdean and 37% were Afro-American. Other ethnic groups recorded were Oriental - .5%, Haitian - .9%, American Indian - 2.3%, Italian - 5.1%, and West Indian - 1.4%.

*This survey included both the Dudley neighborhood and a portion of Uphams Corner bounded by Columbia Road on the east and East Cottage Street on the north.

a. DUDLEY (Con't)

In 1970, the Dudley neighborhood had a much higher percentage of young people under 18 years old (45%) than the city as a whole (28%). It also has a higher percentage (38%) of families with incomes below \$5,000/year than the city total of 22%. The median family income for 1970 was around \$7,000 a year, well below the city median income of \$9,100.

Residential structures in the Dudley neighborhood are largely older, woodframe, two and three-family houses. In 1973, a majority (57.2%) of the units required repairs in excess of \$1,000. This percentage is much higher than all other neighborhoods in the district with the exception of Columbia Point. Owner-occupied structures comprised 59% of the housing stock in 1970.

Presently middle and lower income homeowners are finding it extremely difficult to obtain home improvement loans. This has resulted in an increase in absentee-owned rental buildings and vacant lots. Widespread abandonment began to occur in the early sixties and has since intensified. During the period 1947-1959 there were 90 demolitions, in 1960-1969, 278 structures came down and in 1970-1976, 280 buildings were removed while little replacement housing was being built. Yearly demolition averages for these three periods are as follows:

- 1947-1959: 6.9 structures
- 1960-1969: 27.8 structures
- 1970-1976: 40 structures

Commercial activity in the Dudley neighborhood is primarily smaller convenience, locally-oriented stores. There are clusters of commercial activity on Dudley Street between Magnolia and Folsom Streets and further west at the intersection of East Cottage and West Cottage Streets. In this commercial area there have been some visible improvements to storefronts.

North of Norfolk Street and extending all the way to Massachusetts Avenue there is a combination of manufacturing and light industrial and residential zoning uses.

The Dudley neighborhood is serviced by three bus lines running along Dudley Street from Dudley Station to Fields Corner, Grove Hall and Ashmont Station. There is no direct rapid transit to the Dudley neighborhood.

The rest of the Dudley neighborhood is without any severe traffic or parking problems. Its streets are residential in character and existing parking is adequate.

a. DUDLEY (Con't)

There are four public elementary schools in the neighborhood: Ralph Waldo Emerson, Samuel Mason, John Winthrop, and Benedict Arnold. The Winthrop School is presently in very poor condition and planning is underway for a replacement facility. In addition, there is one parochial school, St. John's. Roxbury Community College is temporarily housed in the former Little Sisters of the Poor building.

b. COLUMBIA-SAVIN HILL

The Columbia-Savin Hill neighborhood is the largest and most stable neighborhood in the Planning District. Total population has only declined 21% from 19,330 persons in 1930 to 15,290 persons in 1970. Almost 60% of the households have lived in the neighborhood for over five years.

In this neighborhood only 14.8% of the population were born outside of the U.S. In 1970, the largest single ethnic group were the Irish comprising 36.7% of the population. Persons of Polish (16.9%), Canadian (15.2%), and Italian (5.9%) descent were also predominant.

As compared to the City, the Columbia-Savin Hill area has fewer elderly (18%), but more persons under 18 years of age (35%) than the City as a whole. Median family income was about \$9,500 in 1970, slightly higher than the city median of \$9,1000. Only 17% of the families were below the poverty level, as opposed to a city-wide average of 44%. In 1975, unemployment rose to 14.8% of the labor force. Many of the employed persons held manufacturing (28.7%) or retail (13.4%) jobs. A smaller proportion held public administration (9.6%) or banking (8.1%) jobs.

Most of the homes are owner-occupied (74.8%) one or two family (44.5%) or three-family (44.1%) buildings. Only 14.4% of these buildings were found to need repairs in excess of \$1,000 in a 1973 building condition survey. Those buildings which have deteriorated are frequently owned by large landlords who have often created a significant negative impact on a street when they allow a group of adjoining buildings to decline and become a major problem.

The segment of Dorchester Avenue from the Expressway to Freeport Street can in many ways be seen as the neighborhood's "Main Street." Like any neighborhood center, it projects an image of the area, but in the case of Dorchester Avenue, this image is deceiving. The neighborhoods of the Columbia-Savin Hill area are basically sound, but due to city-wide forces, such as removal of the street trolley system, increasing auto use and construction of new shopping malls nearby, Dorchester Avenue itself has fallen into disrepair. Since 1962, there has been a 45% decline in the number of retail establishments, from 135 in 1962 to 73 today. Today, most of the smaller stores are barely surviving, while those serving a city-wide market are doing better.

b. COLUMBIA-SAVIN HILL (Cont'd)

Approximately twelve industrial firms are located directly on Dorchester Avenue, with another eight located immediately behind. The majority of these are located south of Bay Street, since this marks the beginning of an industrial zoning district. Because of the easy access to the Expressway, the industrial sector has grown in the past 15 years. While the total number of firms has decreased slightly during that period (23 in 1962, 30 today), total industrial space has increased almost 95%, from 192,000 square feet in 1962, to 396,000 square feet today.

There is a fair amount of diversity among the industry on Dorchester Avenue. There are several light manufacturers, sheet metal fabricators, a clothing manufacturer and two institutional laundries. These firms provide a total of approximately 1,000 jobs.

While the firms have the advantage of easy access to the Expressway, this can also be a disadvantage to abutting areas by creating traffic and parking problems. In addition, several firms have loading docks directly on the street which create major traffic congestion on Dorchester Avenue.

Two stops on the MBTA Red Line (Columbia and Savin Hill Stations) provide excellent access to local beaches and downtown Boston. The expressway is also conveniently located. Bus service is provided along Dorchester Avenue running from Andrew Station to Ashmont Station. However, these facilities produce a noise problem to abutting homes which has led to residential deterioration in several locations.

There are three elementary schools in the neighborhood: William Russell Roger, Clapp and John Lothrop. In addition, there are three parochial schools: Monsignor Ryan High, St. Margaret Elementary and St. Williams Elementary. This neighborhood is served by two Catholic churches, St. Margaret's and St. William's.

There are also two social service agencies, the Colonel Marr Boy's Club and the Little House. The Little House Health Center, which is presently overcrowded, is planning to expand their facilities by moving into a larger building on Dorchester Avenue. Neighborhood Housing Services has also expanded and is now located on Columbia Road in Edward Everett Square.

b. COLUMBIA-SAVIN HILL (Con't)

Today, most of the smaller stores are barely surviving, while those serving a city-wide market are doing better.

Approximately twelve industrial firms are located directly on Dorchester Avenue, with another eight located immediately behind. The majority of these are located south of Bay Street, since this marks the beginning of an industrial zoning district. Because of the easy access to the Expressway, the industrial number of firms has decreased slightly during that period (23 in 1962, 20 from today), total industrial space has increased almost 95%, from 192,000 square feet in 1962, to 396,000 square feet today.

There is a fair amount of diversity among the industry on Dorchester Avenue. There are several light manufacturers, sheet metal fabricators, a clothing manufacturer and two institutional laundries. These firms provide a total of approximately 1,000 jobs.

Two stops on the MBRA Red Line (Columbia and Savin Hill Stations) provide excellent access to local beaches and downtown Boston. The expressway is also conveniently located. Bus service is provided along Dorchester Avenue running from Andrew Station to Ashmont Station. However, these facilities produce a noise problem to abutting homes which has led to residential deterioration in several locations.

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c. UPHAMS CORNER-JONES HILL

The Uphams Corner-Jones Hill neighborhood is a fairly stable neighborhood of 14,900 persons that has witnessed only a minor drop in population since 1940 (12%). In 1970, 49% of the households had lived in the neighborhood for more than five years. In the late sixties there was a minor migration of middle-class Black families into the western portion of the area as part of the B.B.U.R.G. program. More recently, Spanish and Portuguese families have moved into the neighborhood primarily in the section west of Columbia Road. In 1970 Black families comprised 11% of the population and Spanish families 9% of the neighborhood's population. The majority of the population remains Irish (26%) and Canadian (23%) with smaller proportions of Italian (10%) and Portuguese.

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In 1970, Median income for the neighborhood was about \$8,000, slightly lower than the city-wide median of \$9,100. The heads of most families were employed in either service or manufacturing jobs. In 1970, over 22% of the households depended on Social Security and 17% on some form of public assistance for their major source of income.

The majority of the neighborhood's 4,895 dwelling units are located primarily in 1, 2, and 3 unit buildings. In 1973, 64 percent of the residential structures needed repairs in excess of \$1,000. There has recently been some occurrence of foreclosed and abandoned buildings. In July 1976, 0.9% of the structures were H.U.D. foreclosed properties, 1.1% City-owned tax foreclosed properties and 1.2% were abandoned.

The Uphams Corner business district is a focal point of this neighborhood. Despite the loss of considerable trade to newer auto-oriented commercial facilities on Washington Street and Morrissey Boulevard, Uphams Corner remains an important local center for convenience shopping services, banking and public agencies. A large number of customers arrive on foot or on one of the five bus routes that pass through Uphams Corner.

Industrial users are limited to sites along the Midlands Branch of the Penn Central Railroad. Along East Cottage and Norfolk Streets there are some instances of residential deterioration because of the negative impact of these industries on abutting homes.

c. UPHAMS CORNER-JONES HILL

The Uphams Corner-Jones Hill neighborhood is served by four bus lines running through Uphams Corner along Columbia Road from Andrew Station to Forest Hills and along Dudley Street from Dudley Station to Fields Corner and Andrew Station. There is no direct rapid transit access to the neighborhood.

Parking is a problem within the business district due to double parking on the main streets while parking behind the stores remains under-utilized. There are some problems with through traffic and trucks using residential streets while traveling between East Cottage Street and Uphams Corner. Double parked vehicles are a serious problem in the business district which often ties up the flow of traffic. The rest of the neighborhood is without any severe traffic or parking problems.

Beginning in 1979, the commuter trains running on the Midlands Branch railroad will stop on Dudley Street near Uphams Corner Business District. This will provide rapid, direct service to South Station and should have a positive revitalizing impact on Dudley Street and the adjacent business community.

There is a public elementary school, Edward Everett, and one parochial elementary school, St. Kevin's in the neighborhood. This neighborhood is served by four churches: Pilgrim Congregational, St. Kevin's Catholic, St. Mary's Episcopal and Stoughton Street Baptist. The Uphams Corner Health Center and St. Margaret's Hospital provide local health services. In addition, there is the Uphams Corner Library, Pilgrim Church Day Care Center, Youth Employment Center and Dennison House Service Center. The Strand Theatre will be renovated through a \$1.5 million public works grant.

d. BRUNSWICK-KING

The Brunswick-King neighborhood extends south of Quincy Street to Washington Street and west of the Midlands Branch Railroad to Blue Hill Avenue. In 1970, this area had 5,747 people with 95.5% being Black and 4.6% Spanish-speaking. This is a 43.7% decrease in population since 1930 when it had 10,214 persons with 0.2% Black. During the decade of 1950-1960 the population decreased by 15.1% while Black residents which constituted 3.6% of the population in 1950 had increased to 63.4% by 1960.

The population of Brunswick-King had a much higher percentage of young people 18 years old and under in 1970 (44.9%) than the City as a whole (28%). Conversely, only 6.2% of the population was aged 60 or over.

d. BRUNSWICK-KING

Brunswick-King is the second poorest neighborhood in the district with 44.4% of all families reporting less than \$5,000 annual income which is twice as high as the city total of 22%. Median family income in 1970 was around \$5,700 well under the city total of \$9,100. In 1975, approximately 15% of the area labor force was unemployed.

This area is the least stable of the district, only 38% of the residents have remained in the same dwelling over 5 years. It also has the lowest percentage of owner occupied structures (excluding Columbia Point) of the district with 51.3% in 1970. The housing stock is in relatively better condition than the housing stock in the Dudley area; 45.5% of the units need repairs in excess of \$1,000 whereas in Dudley it was 57.2% in 1973.

Within the area of Brunswick-King, there is a 5 block urban renewal project. As a result, there are several new tot lots, new basketball courts, general improvement of the Ceylon Street Playground, new street lights, and improved utilities. The multi-family units located on Intervale, Magnolia, and Woodledge Streets owned by Housing Innovations are being rehabilitated through the efforts of MHFA and the BRA. Work on these buildings began this Fall.

Also in this area is the still uncompleted project called Brunswick Gardens. Begun in early 1970, the developer soon went bankrupt leaving a vacant, semi-completed housing complex.

Grove Hall, a thriving neighborhood commercial district, is at the southwest boundary of Brunswick-King and contains a variety of small stores and restaurants. The main supermarket of the area is at the intersection of Columbia Road and Washington Street. Outside those two commercial areas, there is very little commercial activity. There are many vacant storefronts along Blue Hill Avenue and some along Columbia Road.

Public bus routes run along the major arteries at the boundaries of the neighborhood. At Grove Hall buses ran south along Blue Hill Avenue to Mattapan and Franklin Field and north to Dudley Station making a connection with rapid transit via the Orange Line.

Bus routes along Columbia Road provide access to Andrew Station and Uphams Corner to the north, and to Franklin Field, Forest Hills and Egleston Stations to the southwest. A bus route on Washington Street provides access east to Ashmont Station and north to Dudley Station.

Future rapid transit facilities for this general area of the city are presently being studied by the MBTA. The final determination of alignment and technology can have a positive impact on this neighborhood.

d. BRUNSWICK-KING

There are 3 elementary schools: Phillip Brooks, Quincy Dickerman and Rafael Hernandez; in addition there are the Martin Luther King Jr. High School and the Jeremiah Burke High School. The area is also served by the Roxbury Multi-Service Center, Roxbury Freedom House and Prince Hall Masonic Temple.

During the 1950's and 1960's, substantial though uncoordinated development took place at Columbia Point; (1) public housing for 1,504 families with 10 acres of fill (2) the Bayside Mall shopping center; (3) the first buildings of the First National Bank's Computer Center; (4) Boston College High School; (5) some small stores on Mt. Vernon Street; (6) Dever Elementary and McCormack Middle Schools; and (7) St. Christopher's Church. Until 1962, the city dump remained in use filling some 22 acres of harbor with waste materials.

Despite this development, Columbia Point remained an isolated section of the City dominated by New England's largest Public Housing Project, light industrial uses along Morrissey Boulevard and remains of the old dump.

In 1970, the First National Bank expanded their computer center so that it now employs some 1,700 persons. Since 1970, the State has invested 137 million dollars for site work and the first five buildings for the Harbor Campus of the University of Massachusetts which now has over 9,000 students, faculty and staff.

In addition, significant recreation improvements have been made. The City constructed a recreation center at the housing development and renovated the abutting playground. In 1975, Boston College High School constructed outdoor athletic facilities. These facilities have been plagued by constant vandalism.

This year, the Kennedy Presidential Library is under construction between the University of Massachusetts and the public housing project. It is anticipated that this facility will attract up to 750,000 visitors annually to Columbia Point. In addition, the Secretary of the Commonwealth proposes to build a new facility for the Massachusetts Archives at Columbia Point adjacent to the University of Massachusetts.

Despite all this activity the public housing project, built in 1954 primarily for veterans, has continued to fail to meet the needs of the large Black and Spanish families currently living in the project. The population of the project has declined from 6,100 persons in 1962 to approximately 3,500 persons in 1976. Of the 1,504 apartments, 75 are occupied by elderly households and 390 by families. However, the remaining population is fairly stable with over 54% of the households having been there over five years in 1970. The project has a small elderly population (9%) and a very substantial proportion of residents under 19 years of age (62.4%). The median age of Columbia Point residents is 14.

d. BRUNSWICK-KING

In 1970, median family income was \$4,100 with 61.8% of the families earning income under the poverty level. Almost 42% of the families were on welfare, 41% were headed by wage earning adults, and 11% depended on social security for income. In 1975, 36% of all youths and 20% of all adults were unemployed. The average income for families on welfare was \$2,127 and for those on Social Security \$1,626 per year.

Housing conditions remain poor at Columbia Point despite the expenditure of three million dollars in federal modernization funds in 1971. The Public Housing Authority and City maintained an annual deficit of over \$0.6 million operating the project.

The Columbia Point Housing Project is divided into 15 seven-story elevator buildings and 12 three-story walkup buildings. Many of the structures are clustered together with extremely high densities, such as a group of six buildings on four asphalt acres containing 448 units with a density of 500 persons per acre.

At present, the majority of the 300,000 square foot Bayside Mall stands vacant. The Mall's close proximity to downtown Boston reduces its potential to that of a weekly shopping center of approximately 120,000 square feet. The existence of high shop lifting rates in the past has made even this level of commercial activity difficult. The Boston Teacher's Union and the Dorchester Savings Bank are the only existing tenants.

The Point is conveniently located near an entrance to the Southeast Expressway, Morrissey Boulevard and the Columbia M.B. T.A. station. The University of Massachusetts is connected to Columbia Station by an excellent privately operated shuttle-bus service, whereas the Housing Project is served by an irregular MBTA bus route that makes no connection at Columbia Station

There are two public schools in the neighborhood, the Dever Elementary and the McCormack Junior High School. This neighborhood is served by St. Christopher's Roman Catholic Church.

NEIGHBORHOOD CHARACTERISTICS, 1970*

Population	Dudley	Columbia- Savin Hill	Columbia Point	Uphams Corner Jones Hill	Brunswick King	Total District	Total City
TOTAL POPULATION	9,805	15,287	4,708	14,875	5,747	50,422	641,000
TOTAL BLACK 1960	3,091 22.8%	5 0.0%	790 13.5%	258 1.7%	4,865 63.4%	9,010 15.4%	10%
TOTAL BLACK 1970	5,041 51.4%	52 0.3%	2,837 60.3%	1,693 11.4%	5,489 95.5%	15,112 30.0%	16%
TOTAL SPANISH 1970	13.2%	0.9%	10%	8.9%	4.6%	6.9%	3%
AGED 60 % OVER	14.8%	13.1%	9.0%	20.3%	6.2%	14.4%	18%
AGED 18 & UNDER	44.9%	35.1%	62.4%	36.9%	44.9%	41.2%	28%
SAME RESIDENCE OVER 5 YEARS	49.7%	57.9%	54.6%	48.8%	38.0%	51.1%	50%
<u>INCOME</u> Median Family	\$5,000- 8,000	\$8,900- 10,100	\$4,100	\$6,600- 9,100	\$5,200- 6,200	\$4,100- 10,100	\$9,100
FAMILIES UNDER \$5,000. year	38.0%	17.0%	61.8%	24.3%	44.4%	29.8%	22%
UNEMPLOYMENT** IN 1975	17.4%	14.8%	20.0%	15.0%	15.0%	16.0%	14.1%
<u>HOUSING</u> TOTAL DWELLING UNITS	3,285	4,898	1,480	4,895	2,232	16,810	232,400
UNITS NEEDING FIX- UP IN EXCESS OF \$1,000	1,880 57.2%	705 14.4%	1,480 100%	1,395 28.5%	1,014 45.4%	6,494 38.6%	67,396 29%
OWNER OCCUPIED STRUCTURES	58.5%	74.8%	0%	64.0%	51.3%	64.6%	80%
SINGLE & TWO FAMILY STRUCTURES	45.0%	44.5%	0%	44.6%	33.3%	43.4%	15%
VACANT BUILDINGS (April 1977)	61	18	-	28	43	150	
VACANT LOTS (April 1977)	834	102	-	74	115	1,125	

* Source: U.S. Census, 1973 Building Condition Survey, and April, 1976 Vacant Land and Building Survey

** Unemployed as a Percent of Labor Force, Mass. Department of Employment Security, Special Survey of the Insured Unemployed in Boston, May, 1975.

7. EAST BOSTON DISTRICT:



Rent levels in East Boston are substantially lower than the City average. The value of owner-occupied homes reported in the 1970 U.S. Census was also low with 52% estimated to be worth less than \$15,000 while only 25% City-wide were in this category. The vast majority of residential structures in East Boston are over 50 years old with only 12% built after 1939. While these dwellings represent an important low-cost housing resource, many need substantial repairs.

The recently issued report entitled "A Survey of Attitudes Toward the City of Boston and Its Neighborhoods" (May 1977) by Peter D. Hart Research Associates, Inc., supports the basic contents of this report. While there is some discrepancy in percentages it would be inappropriate to directly compare the survey results and census data referred to in this report. However, the general content of this profile as well as the issues raised are consistent with the survey results and initial data interpretation. The Hart Survey can therefore best be viewed as complementary.

a. JEFFRIES POINT

Jeffries Point at the southern end of East Boston is bounded by the Penn Central Railroad on the west, Porter Street and Logan Airport on the north, and Boston Harbor on the south and east. It is one of the oldest and most densely settled areas in the community. Two and three decker rowhouses cover the hill between the airport and Marginal Street and overlook the harbor and downtown Boston. Although not subject to over flights, Jeffries Point residents are affected by the aircraft ground noise and fumes from the airport.

With Massport's commitment of not encroaching further into residential areas, modest to major rehabilitation and renovation of housing stock is now taking place. The development of the \$1,000,000 Jeffries Point Park has also increased neighborhood pride and confidence.

Along the waterfront are scattered airport-related industries, Bethlehem Steel, and Piers 1-4. Because many of the old waterfront industries have given way to less intensive uses, attention has recently focused on reuses of waterfront property.

The City has encouraged new uses which support the predominantly residential character of Jeffries Point and has acquired and developed a 4-acre park at the end of the Point. An important issue is the future of the Massport - owned Piers 1 - 4 on Marginal Street.

b. CENTRAL/MAVERICK SQUARE

The Central/Maverick Square neighborhood lies between Jeffries Point and the Inner Harbor and consists of Central Square, in many ways the nerve center of East Boston, Maverick Square, a transportation node and secondary shopping center, and the residential community between the two squares. Since the 19th century when the area was the locus of intense industrial and commercial activity, it has seen the decline of its industry and the growth of its use as a regional transportation link. Meridian Street carries traffic between Boston and Chelsea, and the Sumner-Callahan Tunnels carry traffic between Boston, the airport, and the North Shore.

- b. Central Square serves as a magnet for shoppers from East Boston and to some extent from Winthrop. It has a modern shopping plaza, a wide variety of stores and convenient parking. In the center of the square is a park and nearby are a library, a neighborhood health center, and several other public facilities. Maverick Square is just a few blocks south of Central Square on Meridian Street. Although smaller than Central Square, it has a MBTA station, Little City Hall, convenience shops and a number of restaurants and bar rooms which attract people from nearby neighborhoods. As a result of new housing developments on the waterfront, its importance will be increasing in the future.

The residential neighborhoods between the two squares consist of the 414 unit low income Maverick Housing Development and 3 story brick or frame rowhouses with straight front or bay windows. Almost 75% of the homes in this area are in need of substantial repairs but some rehabilitation and a good deal of new housing development is occurring. The City has acquired and is in the process of developing an 11 acre waterfront park, a new fire station has been constructed and the 300 unit elderly and family heritage Apartment Development has been completed.

c. EAGLE HILL

Eagle Hill is located north of Central Square and Bennington Street and runs from the Inner Harbor to the Chelsea Creek/Day Square area. The neighborhood is characterized by three decker rowhouses which have been occupied by the same families for several generations. While less than 40% of the units in Eagle Hill are in need of substantial repairs, each spring a bustle of painting and sprucing up activity takes place within certain sections. The neighborhood is also experiencing a burst of new housing opportunities with the opening of Shore Plaza East, a 380 unit low and moderate income housing development, and Landfall West, a 59 unit elderly housing development. In addition, The new Mario Umana School on Border Street has recently opened as a city-wide technical school with its recreational and educational facilities open to all East Boston residents. However, as a magnet school the facility has been subjected to vandalism.

d. PARIS STREET FLATS

The Paris Street Flats section is a triangular area bounded by Porter, Bremen and Bennington Streets. Two of its sides are further defined by the East Boston Expressway and the Penn Central Railroad. Most of the homes in this neighborhood are three and four story rowhouses with little or no open space. Almost 75% of them are in need of substantial repairs. Residents near Day Square are in the flight path of Runway 15R and those along Bremen Street are threatened by the encroachment of air freight, rent-a-car and other airport-related industrial uses.

e. HARBOR VIEW

Harbor View extends along Bennington Street from Day Square to Orient Heights. Although sometimes confined to that section east of Day Square and south of Bennington Street which really has a "harbor view", our definition also includes the Neptune Road area. One and two family homes contain half of all the dwelling units in the neighborhood. Most homes have yards and many of the streets are lined with trees. The Neptune Road area, once the entrance to Wood Island Park designed by Frederick Law Olmsted, reflects the once stately character of the neighborhood's past. However, the homes are not being maintained as they once were due to the uncertain future of the area. Today Harbor View suffers from the disruption of the MBTA tracks which cut through it, from the severe noise impact of the airport, and from the taking of Wood Island Park for Runway 15R.

f. ORIENT HEIGHTS

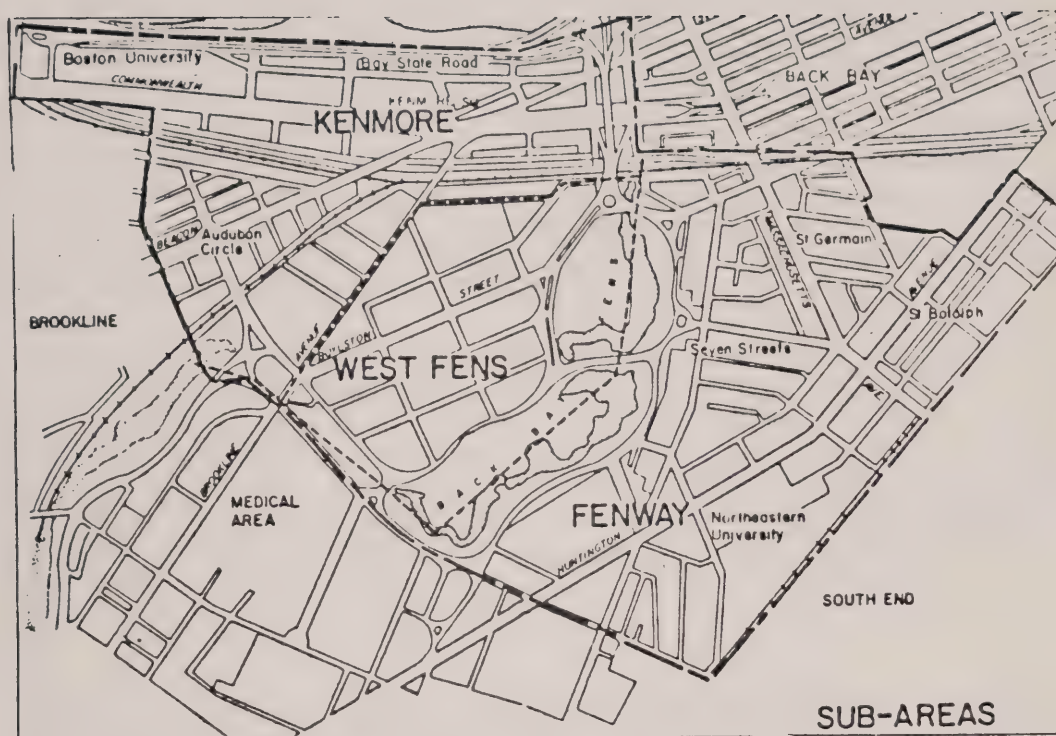
Orient Heights at the northeastern end of East Boston is characterized by the prominent hill, formerly Breed's Hill, on the northwest side of Bennington Street and the gently sloping topography leading to the Bayswater shore southeast of Bennington Street. Prominent landmarks are the gold-crowned tower originally intended as the pedestal for the statue of the "Madonna of the Universe" on the top of the hill, and the cross on the end of the hill visible from McClellan Highway. The neighborhood is bounded to the west by the Chelsea Creek and to the east by Belle Isle Inlet. To the north is the City of Revere and to the south is filled land below Boardman Street (Noyes Park/Brandywine Village area).

Orient Heights is a pleasant residential community with sloping, quiet streets and one, two and three family homes with small yards and beautiful views in all directions. Although it includes the 354 unit Orient Heights low income housing development, one and two family structures contain 44% of the dwelling units, and 88% of the structures with 1-4 units are owner-occupied. The median income of \$9,400 is the highest in East Boston, and only 18% of its dwelling units need substantial repairs. Although the Bayswater section is heavily impacted by aircraft noise, overall, Orient Heights remains one of East Boston's most attractive areas.

COMPARATIVE STATISTICS - EAST BOSTON (1970 U.S. Census Data)

Population	Jeffries Point	Central/Maverick Sq.	Eagle Hill	Paris St. Flats	Harbor View	Orient Heights	East Boston	City of Boston
Total in 1970	6,798	3,445	12,737	4,058	5,111	6,724	38,873	639,803
Change from '60	-21%	-23%	-13%	-18%	+25%	-6%	-11%	-8%
AGE GROUPS								
Under Age 15	1,628	1,037	3,395	911	1,341	1,573	9,984	152,541
Change from '60	-30%	-27%	-15%	-32%	+24%	-24%	-18%	-11%
Ages 15-34	1,893	949	3,668	1,064	1,525	1,821	10,920	217,058
Change from '60	-21%	-21%	-21%	-24%	+41%	0%	-10%	-11%
Ages 35-59	2,160	943	3,749	1,321	1,450	2,065	11,698	157,365
Change from '60	-20%	-21%	-14%	-19%	-8%	-6%	-15%	-24%
Ages 60 and Over	1,113	514	1,925	762	795	1,265	6,374	112,080
Change from '60	-12%	-21%	-5%	0%	+46%	+23%	-7%	-9%
INCOME								
Median Family	\$8,205	\$7,100	\$8,801	\$8,023	\$9,084	\$9,405	\$8,620	\$ 9,133
Families under \$5,000	25%	38%	19%	30%	13%	20%	22%	22%
HOUSING								
Occupied Units	3,422	1,190	4,144	1,461	1,613	2,144	13,574	217,623
Occupied Units in Structures with 1-4 Units	77%	57%	97%	98%	84%	79%	87%	61%
Owner-Occupied Structures with 1-4 Units	84%	71%	82%	78%	69%	88%	81%	81%
Units Needing Substantial Repairs (1973)(in excess of \$1000)	24%	81%	41%	79%	49%	18%	43%	31%

8. FENWAY-KENMORE DISTRICT:



The Fenway-Kenmore population is characterized chiefly by its young age, its low incomes, and its high transiency. Because the district is the site of so many educational institutions, its population is dominated by persons in the 15 to 20 to 24 age groups. Since 1960, the percentage of these groups --which now constitute 60% of the district's residents -- has doubled, while the proportion of all other age groups has declined. The area's total population of about 25,000 has remained the same, while the City's has decreased by 7% from 1960 to 1970. Median incomes for families and for individuals are below City figures, and 30% of the families in Fenway-Kenmore earn less than \$5,000 a year, compared with 22% for all Boston. Transiency is another notable characteristic; only 21% of the 1970 population were in their housing units five years earlier, versus 50% for the City.

8. FENWAY-KENMORE DISTRICT:

Most of the housing stock in the district is brick or stone multi-unit structures, built about a half century ago. By either measure of density -- persons per acre or housing units per acre -- Fenway - Kenmore is significantly more built-up than the City as a whole. Three quarters of the district's housing units are in buildings containing ten or more units, contrasted with one-fourth for the City. The district has the highest percentage of persons living in group quarters 36% (versus Boston's 5%); and even disregarding this dormitory influence, there are nearly twice as many one-person, non-group units in Fenway-Kenmore as citywide. Vacancy rates parallel those of Boston, but a greater proportion of the housing is in rental units. Owner occupancy is rare: 2% of the total units or 19% of the occupied one-to-nine unit structures, compared with City figures of 26% and 54%.

Three subareas, each with distinguishing characteristics, have been delineated for the purpose of analysis in this report: Fenway, Kenmore, and West Fens. Fenway is the portion of the district lying to the south and east of the Fens, including the Seven Streets, St. Botolph, and St. Germain Streets neighborhoods. Kenmore includes Kenmore Square and the Bay State Road and Audubon Circle residential areas. West Fens refers to the neighborhood just north and west of the Fens.

a. KENMORE

The Kenmore subarea includes Kenmore Square itself, Boston University and two residential neighborhoods - Bay State Road and Audubon Circle. Kenmore Square is a major vehicular traffic and transit node and a commercial district of citywide importance. In the past, the Square was a center for fine hotels. Today, many of these hotels are used as dormitories by educational institutions; and the predominance of students is reflected in the Square's many retail stores, restaurants and nightclubs. Bay State Road is a lovely, tree lined street of well kept brick and brownstone rowhouses. Although Boston University currently occupies a number of these rowhouses as well as a few dormitories, the street is basically residential, punctuated by the offices of a few doctors who also live in the neighborhood. Audubon Circle, near the Brookline border, is inhabited by students and young professionals as well as some families. Large apartment buildings predominate on main streets, with smaller structures elsewhere.

a. KENMORE

The Kenmore subarea, saturated more than any other section of Boston by the student influence, is populated primarily by young people attending nearby Boston University and Gramm Junior College. Persons aged 15 to 24 comprise over 80% of the population. Few families live in the subarea, and just 3% of the residents are elderly. The median family and median individual incomes are slightly below the City figures, and 26% of the families earn less than \$5,000 a year. Group quartering exists throughout the subarea, providing housing for 63% of the population, in contrast with the City figure of 5% and the district's 36%. Although the density of the Kenmore subarea is twice that of Boston, much of the land use is nonresidential. Educational institutions own considerable property; Fenway Park occupies land near the Square; commercial structures and undeveloped lots prevail along Boylston Street and Brookline Avenue.

b. WEST FENS

The demographics of the West Fens area are somewhat more similar to those of the City than are those of the rest of the Fenway-Kenmore district. While the 20 to 24 age group constitutes a high proportion (29%) of the population, 15 to 19 year olds account for only 6% of the total, in contrast to the district figure of 24% and the City figure of 10%. There is less student dominance, with group quarters accommodating only 4% of the residents. The community is chiefly one of young working people -- attracted to the area because of proximity to Fens, downtown and cultural facilities and its moderate rents -- and of elderly residents (15%), many of whom have lived in the neighborhood all their adult lives. There is a higher percentage of families in West Fens than elsewhere in the district; their median income figure is lower than Boston's, and a greater proportion earn less than \$5,000 a year. Unrelated individuals nonetheless account for most of the total population, and they have a median income somewhat higher than the City figure.

Housing in this densely developed section has been an issue of citywide notoriety over the past decade. The stock consists almost entirely of large apartment buildings constructed about 50 years ago. About one-fourth of the 2,779 units have been under single ownership, passing from one absentee landlord to another and deteriorating rapidly in condition in the process. Although efforts are underway by tenants and developers to achieve proper rehabilitation and management of these buildings, the vacancy rate is high, the market is askew and some structures have been un-occupied for over two years. Two major adjacent land uses also have been negative impacts on the livability of the area and on the potential for residential stability: the uncertain fate of the section of Boylston Street from the Fens to Brookline Avenue, and Fenway Park, which contributes traffic, safety and sanitation problems to the neighborhood.

c. FENWAY

The Fenway subarea includes three distinct residential areas (Seven Streets, St. Botolph, and the St. Germain Street area), commercial strips along Massachusetts and Huntington Avenues, and a number of major institutions (Northeastern University, Christian Science Church, Symphony Hall, Museum of Fine Arts and Wentworth Institute among them). The Seven Streets neighborhood is bounded by the Fens, Massachusetts Avenue, Huntington Avenue and Forsyth Street. Housing varies from street to street in both type and condition, ranging from large apartment buildings in deteriorated condition to well-kept rowhouses. Notwithstanding the obvious effect of real estate speculation, recent fires and the intrusion of Northeastern University and related uses, Seven Streets is struggling to establish and maintain itself as a stable, residential neighborhood. The St. Botolph neighborhood, situated between Huntington Avenue and the railroad tracks, has gone through a period of deterioration and has been revitalized through extensive private rehabilitation. It has become again a stable, residential neighborhood of mid-rise rowhouses and apartment buildings, which now calls for a public improvement strategy of preservation and improved city services rather than stabilization. The St. Germain Street area is literally in the shadow of the Christian Science Church and Prudential complexes, across Massachusetts Avenue from the Seven Streets neighborhood. This area has less of a "neighborhood" feeling than Seven Streets and St. Botolph, because of the heavy mixture of institutional uses with residences there. A major effort is now in progress to rehabilitate the residential buildings on St. Germain Street, as well as the street itself. These public and private efforts should help to promote a sense of neighborhood in this area.

The entire Fenway subarea, with the exception of the St. Botolph neighborhood, falls within the boundaries of the Fenway Urban Renewal Project. With the growth of area colleges, Fenway has acquired a great proportion (52%) of persons aged 15 to 24. The combination of students and urban renewal activity has squeezed many former older, low income residents out of the rental housing market, through accommodations for such persons are being replaced in part by Fenway Urban Renewal Project construction. There are few families in the area. Almost 30% of the population lives in group quarters, and over three fourths of the area's households are comprised of one person or unrelated individuals. Viewed in relation to the City and the district as a whole, incomes in the Fenway are low and transiency is high.

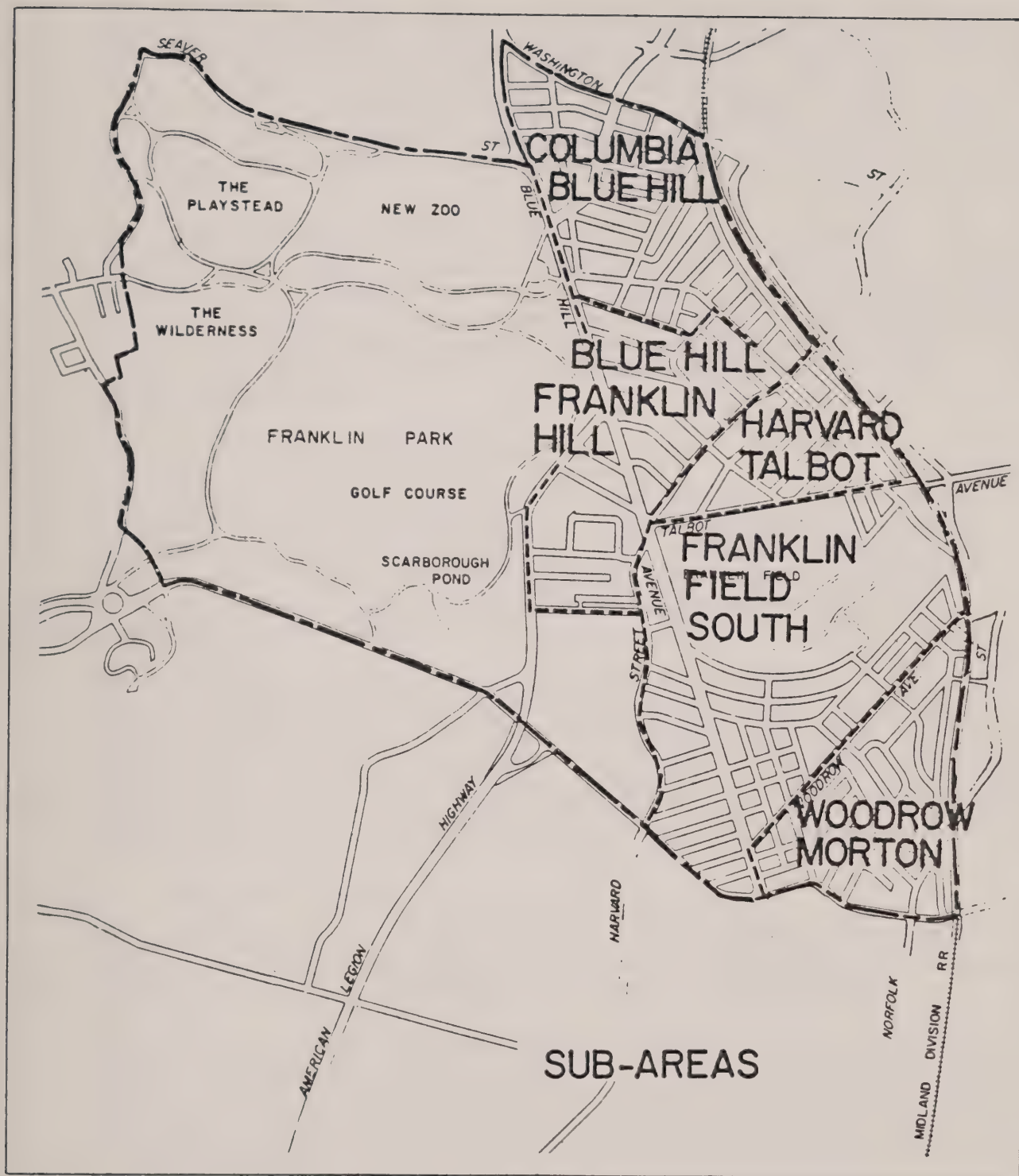
Comparative Statistics - Fenway/Kenmore

Population	Kenmore	West Fens	Fenway	DISTRICT	CITY
Total 1970	8,620	4,301	12,252	25,173	639,803
Change from 1960*				-3%	-7%
Black 1970	264	143	1,355	1,762	104,429
% of 1970 total	3%	3%	11%	7%	16%
% of 1960 total*				7%	9%
Aged 15-19 1970	3,362	239	2,900	6,501	60,900
% of 1970 total	39%	6%	24%	26%	10%
% of 1960 total*				12%	9%
Aged 20-24 1970	3,659	1,253	3,485	8,397	76,958
% of 1970 total	42%	29%	28%	33%	12%
% of 1960 total*				18%	11%
Aged 65+ 1970	296	652	1,785	2,733	81,437
% of 1970 total	3%	15%	15%	11%	13%
% of 1960 total*				15%	12%
Income					
Median Family	\$7,283-\$9,565	\$7,283	\$4,647-\$8,250	\$7,283	\$ 9,133
Median Individual	\$1,066-\$3,427	\$3,427	\$ 984-\$3,036	\$2,126	\$ 2,189
% Families under \$5,000	26%	30%	31%	30%	22%
Household Patterns					
Total Households	1,845	2,684	5,272	9,801	217,622
Family Households	345	706	1,209	2,260	140,966
% of total	19%	26%	23%	23%	65%
Non-Family Households	1,500	1,978	4,063	7,541	76,656
% of total	81%	74%	77%	77%	35%
Persons in group qtrs.	5,456	176	3,385	9,017	39,346
% of total population	63%	4%	28%	36%	6%
% Population in same unit 5+ years*	8%	30%	26%	21%	50%
Housing					
Total Units	1,958	2,779	5,857	10,594	232,400
Owner-occupied units	94	5	133	232	59,178
% of total	5%	0%	2%	2%	26%
Renter-occupied units	1,751	2,679	5,139	9,569	158,257
% of total	89%	96%	88%	90%	68%
Vacant units	133	95	585	793	14,966
% of total	6%	3%	10%	8%	6%
% of Total Units in:					
single unit structures	5%	1%	2%	2%	15%
2-9 unit structures	34%	1%	28%	23%	62%
10+ unit structures	61%	98%	70%	75%	23%
Units needing \$1,000 fix-up**				34%	29%
Market Condition+	Stable	Uncertain	Stable	Stable	Stable

* Reliable data available only for district and City

+ Data source is BRA Research Department

9. FRANKLIN FIELD DISTRICT:



Information on population and housing in this report is derived primarily from the 1960 and 1970 U.S. Census. For purposes of analysis, the Franklin Field Area has been divided into 5 sub-areas (see map of sub-areas)

a. Columbia-Blue Hill

The northern portion of the Franklin Field Area, Columbia-Blue Hill is bounded by Blue Hill Avenue, Washington Street, the Penn Central Railroad, and McClellan and Glenway Streets. This sub-area had little change in total population from 1960 to 1970, but underwent substantial demographic change (see table). The increase in young children is especially significant, as this area has overcrowded schools and recreational facilities.

The housing in this area is predominantly a mixture of 1,2, and 3 family homes, mostly owner-occupied. There are some apartment buildings on Blue Hill Avenue, Columbia Road, and Washington Street. The houses are mostly in good condition, with some abandonment and dilapidation scattered through the area, and several vacant lots at the corner of Erie and Ellington Streets.

b. Blue Hill-Franklin Hill

This neighborhood experienced a substantial increase in population as elderly households were replaced by younger households with small children. The median income is well below that of Boston as a whole, in part, because of the public housing project and adjacent subsidized housing development at Franklin Hill.

Most of the housing in this area is in 1,2,and 3 family houses, except for the low and moderate income apartments on Franklin Hill. The structures are generally sound, but there has been some deterioration due to lack of maintenance during the racial transition period. There are about 10 abandoned buildings, several of which are unfinished "Infill Housing" structures left when the developer went bankrupt.

c. Harvard Talbot

This neighborhood is bounded by Harvard Street, Talbot Avenue and the Penn Central Railroad. Total population has decreased by 12% and median income also decreased.

The housing stock is mostly two- and three-family structures, with some singled and six-deckers. The rate of owner occupancy is the lowest for the Franklin Field district. Housing and building abandonment are scattered throughout the district with the highest concentration nearest Talbot Avenue.

d. Franklin Field South

The Franklin Field neighborhood lies between Talbot Avenue and Woodrow Avenue. Total population increased only slightly due to a higher vacancy rate even though family size increased significantly. The median income is much lower than Boston as a whole, in part, because of the public housing projects at Franklin Field.

The homes are mostly two- and three-family structures, with some singles and a few six-family structures. There are almost 1,000 apartments in the BHA project at Franklin Field.

Racial transition caused some housing deterioration, because of deferred maintenance and increased absentee ownership. Vacancies and mortgage foreclosures are high, and there is one area where abandonment is very high -- about half of the 110 abandoned buildings in this neighborhood are within 3 blocks of Arbutus Street.

e. Woodrow - Morton

This neighborhood is bounded by Woodrow Avenue, the Penn Central tracks, Morton Street and Blue Hill Avenue. Total population increased by 12% and median income went up slightly in contrast to other parts of the Franklin Field area which had slight declines in both population and income.

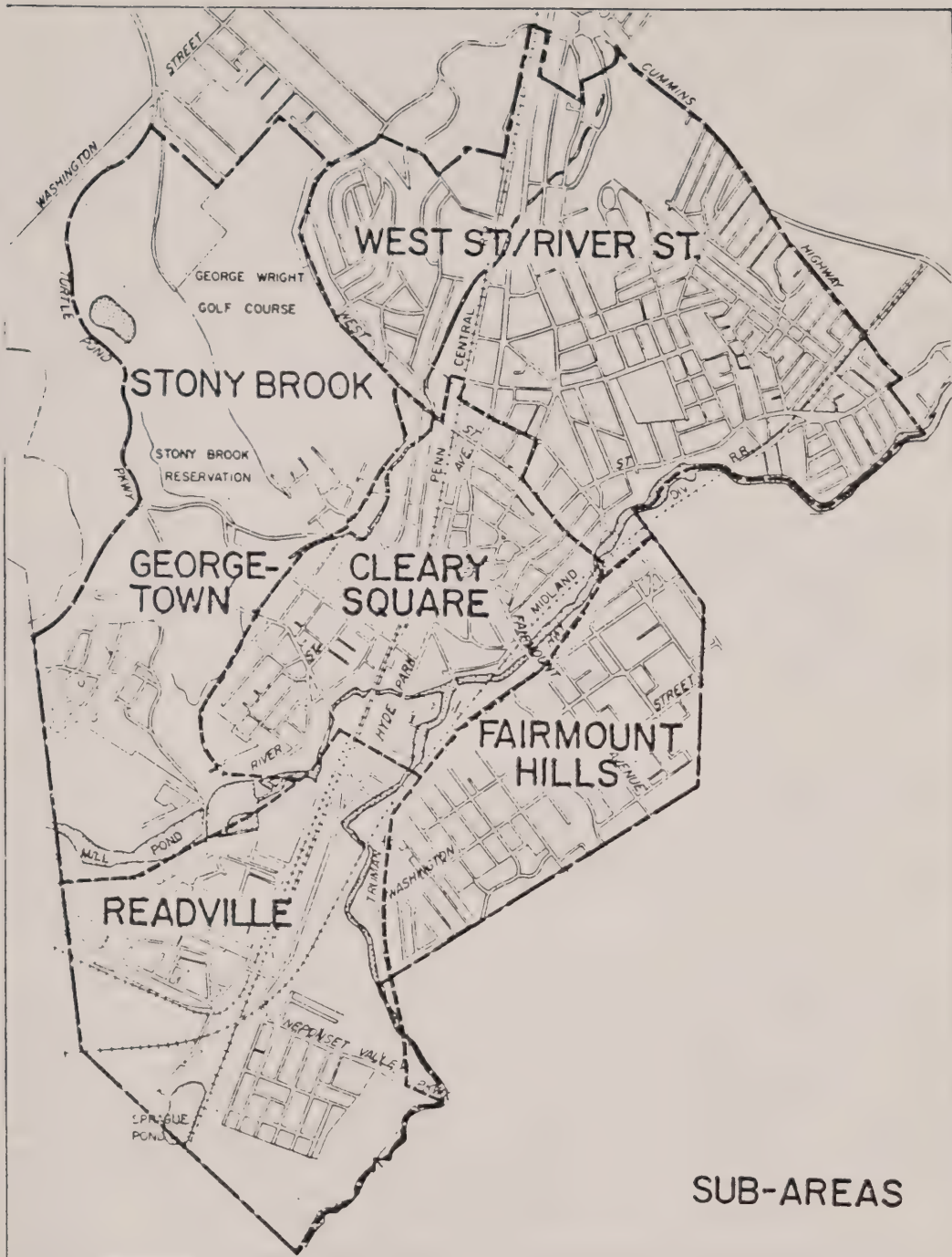
The housing is mostly two- and three-family structures, with some singles and six-deckers. The rate of owner occupancy is very high, and most buildings are in good condition. Abandoned buildings are scattered throughout this area.

Comparative Statistics - Franklin Field

U.S. Census Data

<u>Population</u>	<u>Columbia- Blue Hill</u>	<u>Blue Hill- Franklin Hill</u>	<u>Harvard Talbot</u>	<u>Franklin Field South</u>	<u>Woodrow Morton</u>	<u>District</u>	<u>City</u>
Total 1970	6,377	4,656	2,836	7,623	4,340	25,832	639,657
Change from '60	-4%	-5%	-5%	-4%	+12%	-2%	-8%
Total Black 1970	6,036	4,016	2,420	5,583	2,991	21,046	104,200
Total Black 1960	1,605	203	106	102	20	2,036	63,400
Under 18 Years - 1970	2,371	1,903	1,069	3,052	1,184	9,579	-----
Change from '60	+34%	+36%	36%	+29%	+49%	+35%	
Aged 62 yrs. & Change from '60	237	209	200	615	254	1,515	81,437
	-28%	-60%	-60%	-37%	-58%	-50%	-5%
<u>Income</u>							
Median Family	\$6,900	\$6,160	\$6,147	\$6,120	\$7,250	\$ 6,516	\$ 9,133
% Change from '60							
Constant Dollars	-3%	-4%	-4%	-10%	+2%	-5%	+20%
% Families under \$5,000	32%	39%	41%	41%	32%	37%	22%
<u>Housing</u>							
Total Dwelling Units	2,010	1,465	1,005	2,480	1,390	8,350	232,856
Units Needing Fix-up in excess of \$1,000	730	842	718	1,330	550	4,170	67,102
% Owner Occupied 1-4 Family Structures	80%	73%	67%	73%	78%	74%	80%
Mobility-% of Household in same house for less than 5 years	64%	66%	65%	71%	67%	67%	50%

10. HYDE PARK DISTRICT:



Hyde Park, located in the southwest quadrant of the City, surrounded by West Roxbury, Mattapan, Roslindale and Milton, was one of the few districts in the City to gain population between 1960 and 1970. Its increase of 28% to 36,509 exceeded West Roxbury's 24% growth. During this period, the City lost 8% of its population. The 1975 State Census figures indicated that Hyde Park has continued to grow to an estimated 37,628 while Boston's total population has remained relatively stable.

10. HYDE PARK DISTRICT (Cont'd)

In contrast to many of Boston's older neighborhoods, Hyde Park is distinctly more suburban. Much of the housing stock falls in the category of owner-occupied single and two family structures; there is a wide representation of churches and temples; neighborhood shopping centers cater largely to convenience needs; public, parochial and private schools play an important role in the neighborhood; open space and recreational opportunities are unparalleled in the City.

In 1970, median family income for Hyde Park was \$10,693, about \$1,500 above the City median, while the proportion of families earning below \$5,000 annually was below that of the City. Hyde Park contained 10,738 housing units in 1970, and increase of 16% from 1960. The majority of this growth was in the western half of the district where new single family and multi-family units have been completed.

In 1975, Hyde Park's unemployment rate was 15.8%, an increase from 3% in 1970. Between 1970 and 1977, over 900 manufacturing jobs have been lost in Hyde Park's industrial sector. Vocational preparation at the local high school is heavily oriented toward metal trades, fields in which employment opportunities are shrinking, causing high rates of unemployment among young adults in Hyde Park.

Cleary Square, the commercial center of Hyde Park, has had some storefront deterioration in recent years, as well as increasing turnovers to fast food and discount stores. As a commercial area which is heavily retail and service oriented, the Square has not kept pace with changing lifestyles and preferences of its customers.

Basic problems to the Square are lack of convenient off-street parking, poor traffic circulation and crime. Store vacancy, particularly along River Street and Hyde Park Avenue, is a serious concern in Cleary Square. Several major retailers have been reluctant to center this uncertain market in light of reports of major outbreaks in the high school. Age and building conditions have also resulted in several large fires in Cleary Square which have produced vacant lots and Boarded buildings. Arson is an issue of growing concern.

The following is a discussion of Hyde Park's sub-areas.

a. River/West Streets

Located in the northeastern portion of the district, this sub-area is bounded by Mattapan and Roslindale. In 1970, its population was 14,837, an increase of 12% over 1960. This growth can be attributed to new apartment construction in the Cummins Highway/American Legion Highway area and to scattered single family construction in the West Street area.

In 1970, median family income ranged between \$10,289 and \$10,937, which is close to the City median. Only 4% of the families had income under \$5,000.

The eastern half of this sector, from the Mattapan border to Metropolitan Avenue has experienced a very high turnover of real estate since 1972 and is undergoing racial transition as many of the new homeowners are Black middle class families. The HIP 20% rebate program has been utilized in this neighborhood and houses are in excellent condition for the most part.

In 1970, approximately 600 of the 4,714 housing units in the River/West Streets are needed repairs in excess of \$1,000 each. Most of these units were located in the vicinity of the Cummins Tower Apartments and American Legion Highway.

This area has a relatively low percentage of owner-occupied units (28%) relative to the overall district (58%). The district does contain a large number of older two and three family homes and new apartment complexes. Single family houses are largely concentrated in the vicinity of West Street.

b. Cleary Square

Located in the central portion of Hyde Park, Cleary Square is bounded by the Stonybrook Reservation, West Street, Neponset River and Readville. Its 1970 population was 8,153, a gain of 31% over 1960. Much of this growth can be attributed to new single-family home construction in the area west of the Penn Central railroad tracks.

Median family income was comparable to the district-wide median of \$10,700, where 13% of total families in 1970 had median incomes under \$5,000. 14% of this district's population were elderly which undoubtedly accounts for the lower income population.

Of the 2,689 units counted in 1973, 339 (13%) needed repairs in excess of \$1,000 each. Most of this housing is located south of Cleary Square along the industrial belt on Hyde Park Avenue.

There are also a number of apartment houses in this sub-area, many of which are located along River Street near Cleary Square. Almost 55% of the structures are owner-occupied.

Light industry and manufacturing companies are located in this neighborhood. Westinghouse's Sturtevant Division has been located here since 1870. Some structures which once served as warehouses now are partially vacant and under-utilized. Many of the structures are in deteriorating condition and detract from the surrounding residential area.

The commercial and industrial sectors located in this district are chief among the foci of The Boston Plan for Hyde Park which will be discussed in greater depth in a subsequent section.

c. Fairmount Hills

Located in the southeastern portion of Hyde Park, this sub-area borders Milton to the east and the Midland Railroad line in the west. In 1970, Fairmount Hills' population was 7,017, an increase of 29% over 1960. This growth was primarily due to new single-family home construction.

The population in this sub-area showed a high growth of elderly (24%) and youth 15-19 (33%) during the last decade. Median family income was \$11,057 which exceeded the district's median of \$10,693.

For the most part, Fairmount Hills is recognized as a prestigious neighborhood where large, gracious brick Colonial and woodframe Victorian houses are located on spacious lots. Real estate values have held strong in this neighborhood which is indistinct from Milton in many respects. Concern for continued neighborhood preservation has caused local residents to organize an effective neighborhood association to promote its identity.

In 1970, only 125 housing units in this sub-area, representing 4% total units, required repairs exceeding \$1,000. These houses were generally concentrated near Truman Highway. Approximately 63% of Fairmount Hill's total units were owner-occupied.

The Fairmount Public Housing Project is located in the heart of this neighborhood. It was opened in 1950 and contains 302 units in duplex structures. Historically this project has not had a negative influence on the surrounding residential community. It has had extremely low vacancy and turnover rates and the highest per capita income of the 57 Boston Housing Authority projects. However, the sense of pride once exhibited in this project is now giving way to frustration as the BHA's long-term policy of deferred maintenance continued and the recent court order to desegregate the City's housing projects is vigorously enforced at Fairmount. Vandalism has significantly increased both within the project and the surrounding neighborhood, and along the immediate fringe of the project, private residential deterioration is visible. A comprehensive modernization program is needed to assure continued neighborhood vitality in Fairmount Hills.

d. Stonybrook/Georgetown

Located near West Roxbury in the western portion of the district, this sub-area is centered on the Georgetown Housing development which was completed during the late 1960's. There are also a number of cape-style, single family homes constructed on the slopes, as well as a section of duplex houses owned by the U.S. Coast Guard for married personnel and their families. In 1970, this area contained 878 housing units and a population of 2,674 people. Median family income (\$10,289) was slightly below the district median and the number of families earning less than \$5,000 was 462 (12%).

The terrain of this entire district is irregular and subject to water run-offs and occasional spontaneous flooding. The water pressure is reportedly quite low and residents claim the present sewerage system is inadequate to service the many houses in the area. Turtle Pond Parkway, an MDC roadway, runs through this section and is heavily traveled.

This area contains several hundred acres of open space land including the George Wright Golf Course, (City of Boston), and Turtle Pond and Stonybrook Reservation (MDC). The Metropolitan District Commission is currently undertaking a multi-million dollar conservation/recreation program for the Stonybrook Reservation, to provide better active and passive recreation and to better conserve its natural areas. This district has been the locus for several large housing development proposals recently. Community opposition has been intense and zoning restrictions have prevented their construction. Additional housing development will likely be proposed because this area contains such large vacant tracts of land. The issues of drainage, access, zoning and land conservation will have to be carefully addressed by the community and the City to prevent the natural features of this district from being lost.

e. Readville

Located in the southern portion of the district and bounded by the Town of Dedham, Stonybrook Reservation, Cleary Square, and the Neponset River, this sub-area is generally viewed as a separate neighborhood within the Hyde Park community. In 1970, its population was 4,149, an increase of 25% over 1960. This growth is a result of new apartment and single-family home construction.

In 1970, median family income ranged from \$10,289 to \$11,051, slightly higher than the district median. Only 15% of the total families had median incomes under \$5,000.

Of the 2,593 housing Units recorded in 1970, 291 (11%) required repairs in excess of \$1,000 each. Most of these units are located in the older portion of Reaville, South of Neponset Valley Parkway. Approximately 53% of Readville's total units are owner-occupied.

Wolcott Square, Readville's only commercial center, is an old, small service area with approximately 10 stores, and is bordered by Neponset Valley Parkway, Hyde Park Avenue and the Penn Central Railroad. The existing buildings generally need structural renovations and the storefronts which have been heavily vandalized need improvements as well. The embankment along the railroad line is poorly lit and landscaped. In addition, there is traffic congestion along Hyde Park Avenue and Neponset Valley Parkway and certain busy hours. As a focal point in this otherwise orderly community, Wolcott Square presents a negative influence.

There is a relatively new shopping center located north of Readville along Truman Highway which included a supermarket and several retail and service establishments. Adjacent to this are an MDC concert shell and tennis courts which are currently being rehabilitated and expanded by the MDC to provide greater recreational opportunities for Readville.

The Readville Improvement Association which was reorganized to focus attention on conditions at Camp Meigg, and MDC playground, has grown to be an effective force in the community. It has strong residential support and is actively seeking remedies to Readville's problems of vandalism, neglected playground facilities and traffic hazards. Recently the City's Corporation Counsel has designated Readville a sub-area of Boston, separate from Hyde Park.

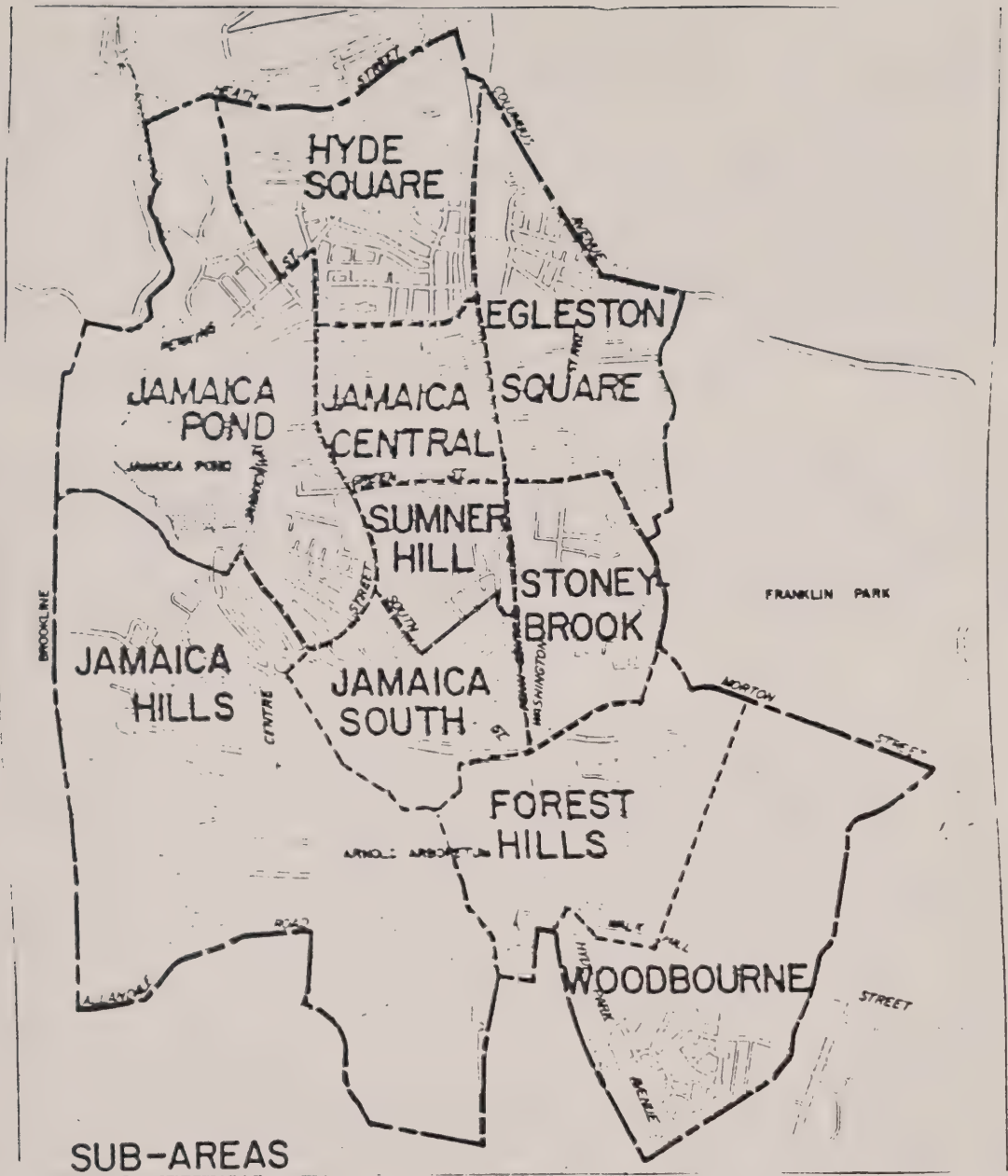
The former Readville Rail Yards have recently received national attention when it became known that Amtrak officials were seriously considering this location for the construction of their proposed heavy repair rail facility. With an estimated \$35 million capital investment and potential employment opportunities for 750-1,000 people, the significance of this repair facility for Readville and Boston cannot be underscored. Elected City, State and Federal officials will continue to exert a concerted effort to secure Amtrak's facility in Readville.

Comparative Statistics - Hyde Park

1970 U.S. Census Data

	River/ West Street	Cleary Square	Fairmount Hills	Stonybrook/ Georgetown	Readville	DISTRICT	CITY
Population							
Total 1970	14,837	8,153	7,017	2,675	4,149	36,509	639,803
Change from '60	+12%	+31%	+29%	NA	+25%	+28%	-8%
Aged 15-19 yrs.	1,413	585	719	223	380	3,037	60,900
Change from '60	+16%	+11%	+33%	NA	+22%	+15%	+17%
Aged 20-24 yrs. 1970	1,204	587	513	181	441	2,819	76,958
Change from '60	+40%	+34%	+46%	NA	+38%	+38%	+41%
Aged 65 yrs. & over 1970	1,778	802	697	199	409	3,749	81,437
Change from '60	+15%	+14%	+24%	NA	+13%	+14%	-5%
Housing							
Total Dwelling Units	4,714	2,689	2,840	878	2,593	10,735	232,401
Units Needing Repairs in excess of \$1,000	580	339	125	29	291	1,364	67,102
Owner Occupied Units	248	548	638	0%	538	588	278
Mobility of Residents - Residents in same house over 5 years in 1970	65%	65%	65%	60%	65%	65%	50%
Income							
Median Family	\$10,289-10,939	\$10,289-10,662	\$11,057	\$10,289	\$10,289-11,051	\$10,693	\$9,133
Families under \$5,000	4%	13%	12%	12%	14.5%	12%	22%

11. JAMAICA PLAIN DISTRICT:



Information on population, income and housing in this report is derived from the 1960 and 1970 U.S. Census. The 1970 data for Jamaica Plain is available on a sub-area basis, and for purposes of analysis, ten sub-areas have been designated as shown on the sub-areas map. These sub-areas conform in general to local neighborhood association boundaries, but vary in some instances to conform to Census boundaries for purposes of data analysis. The 1960 Census data is not available for the designated sub-areas and comparisons between 1960 and 1970 are shown only for the district as a whole.

11. JAMAICA PLAIN DISTRICT (Cont'd)

After reaching its peak of population in 1950, Jamaica Plain (as well as the City as a whole) continued to lose population. From 1960-1970, Jamaica Plain lost 12.4% of its population (a rate 50% higher than that of the City). This overall decline in population was accompanied by an increase in the minority population. From 1960-1970, Jamaica Plain experienced a 216% increase in its Black population, a rate more than three times the increase in the City overall; Jamaica Plain's Hispanic population also increased significantly, again at a rate greater than that for the entire City. From 1960-1970, Jamaica Plain's elderly (65 and over) population increased 3% while the City experienced a decline of 5%.

From 1970-1976, both Jamaica Plain and the City experienced a slight decrease in total population. However, Jamaica Plain's Black and elderly population increased slightly and the Hispanic population continued its significant increase. Projections for the future show an expected increase in the overall, Black and Hispanic population and a decrease in the number of school age children.

a. Egleston Square

The Egleston Square neighborhood is a residential area of approximately 7,100 people, but also contains the major portion of Jamaica Plain's industrial area. Egleston Square is a racially mixed neighborhood; in 1970 the population was 70% white, 15% Black and 15% Hispanic. Since then both the Black and Hispanic populations have increased (the Hispanic population at the greatest rate). The neighborhood's housing stock is comprised mainly of two and three family frame dwellings, with various other housing types (mainly single family) interspersed throughout. Nearly two thirds of the housing stock is owner-occupied but Egleston Square also has the second highest abandonment and vacancy rate in Jamaica Plain. Under the federally funded Community Improvement Program (CIP) in the late 1960's, many residential units in Egleston Square were rehabilitated and needed street improvements completed. Recently, the 312 program was made available in the portion of the neighborhood which was not eligible in the past. Egleston Square has a small business district along Washington Street whichs services local residents' needs. Neighborhood concerns focus on housing problems, industrial blight, impact of the proposed Orange Line Stations and reuse of the vacant land in the Southwest Corridor.

b. Forest Hills

The Forest Hills neighborhood is a residential area of approximately 2,300 people; in 1970 the population was 98% White and 2% Hispanic. The housing stock is comprised mainly of two and three family frame dwellings with about 20% of the stock in single family structures. Forest Hills has a small business district along Washington Street and Hyde Park Avenue to service local residents' needs. Neighborhood concerns focus on traffic

problems, public works improvements, housing problems, Hatoff's gas station, the reuse of Southwest Corridor parcels and the impact of the proposed new Forest Hills Station and 500 car parking garage.

c. Hyde Square

The Hyde Square neighborhood is a residential area of approximately 10,600 people. In 1970, the population was 58% White, 29% Black, and 13% Hispanic; however, over 90% of the neighborhood's Black population is in the Bromley-Heath housing project and the Spanish population was significantly undercounted. The housing stock (with the exception of Bromley-Heath) is mainly two and three family frame dwellings with about 10% of the stock in single family homes. The area is experiencing a continuing influx of Hispanic residents who also comprise the majority of replacement buyers in the neighborhood. Hyde Square has serious housing problems; the neighborhood has the highest abandonment rate in Jamaica Plain and the Bromley-Heath project needs substantial rehabilitation and maintenance. The local business district along Centre Street has nearly complete occupancy with a majority of businesses owned or operated by Hispanic merchants; additionally, a large number of stores have rehabilitated their storefronts with the aid of the City's RESTORE program. Neighborhood concerns focus on housing problems, heavy commuter traffic on Lamartine Street, impact of the proposed Orange Line stations and reuse of the vacant parcels in the Southwest Corridor.

d. Jamaica Central

The Jamaica Central neighborhood is a residential area of approximately 4,500 people. In 1970, the population was 92% white, 2% Black and 6% Hispanic. The housing stock is mainly two and three family frame dwellings with about 31% of the stock in single family homes. Under the City's Community Improvement Program, many residential units were rehabilitated and needed street improvements completed. However, Jamaica Central still has some housing problems; the blighting presence of land cleared for the Southwest Corridor has threatened residential stability, and it is along the Corridor where the majority of housing in fair to poor condition is located. Neighborhood concerns focus on housing problems, heavy commuter traffic on Lamartine Street, impact of the proposed Orange Line stations and reuse of the vacant parcels in the Southwest Corridor.

e. Jamaica Hills

The Jamaica Hills neighborhood is a residential area of approximately 3,200 people. In 1970, the population was 98% White, 1% Black and 1% Hispanic. The housing stock is predominantly single family homes (about 95%) with about 5% of the stock comprised of two and three family structures. Jamaica Hills is a strong residential neighborhood with Jamaica Plain's lowest abandonment and vacancy rate and its highest family income and owner-occupancy rate. Neighborhood concerns focus on institutional expansion and conversion and the maintenance of the single family character of the neighborhood.

f. Jamaica Pond

The Jamaica Pond neighborhood is a residential area of approximately 4,600 people. In 1970, the population was 99% White and less than 1% Black and Hispanic. The Jamaica Pond area also has Jamaica Plain's highest percentage of elderly residents (23.6%), nearly twice the City average. The housing stock is 37% single family structures and 60% two and three family structures. The southern half of the neighborhood has a greater proportion of large, old Victorian homes on large lots while the northern half has a greater proportion of modest two and three family homes on smaller lots. In recent years, the Jamaica Pond area has been under pressure from Developers desiring to convert many of its old, large homes to multi-family units; some have been taken over by communes and religious sects and there have also been conversions to nursing homes and student quarters. Additional concern in the neighborhood has been raised by the threat of institutional expansion and conversion.

g. Jamaica South

The Jamaica South neighborhood is a residential area of approximately 4,200 people. In 1970, the population was 95% White, 3% Black and 2% Hispanic. The housing stock is mainly two and three family frame structures with about 28% of the stock in single family homes. Under the City's Community Improvement Program, many residential units were rehabilitated and needed street improvements completed. Jamaica South is a strong neighborhood with a low vacancy and abandonment rate. Neighborhood concerns focus on the large parcels of vacant land cleared for the Southwest Corridor and what their ultimate disposition will be.

h. Stoneybrook

The Stoneybrook neighborhood is a residential area of approximately 3,000 people but also contains a large portion of Jamaica Plain's industrial area. In 1970, the population was 89% White, 5% Black and 6% Hispanic. The housing stock is comprised mainly of two and three family frame dwellings, with the triple decker predominating. The neighborhood has serious housing problems; it has the third highest vacancy and abandonment rate in Jamaica Plain and over 30% of the units need fixing up over \$1,000. The 312 program was recently made available in the Stoneybrook neighborhood to help meet some of its needs. The Washington Street "El" and sections of the industrial area are a blighting influence on the neighborhood. Neighborhood concerns focus on housing problems, industrial blight, impact of the proposed Orange Line stations and reuse of the vacant land in the Southwest Corridor.

i. Sumner Hill

The Sumner Hill neighborhood is a residential area of approximately 2,400 people. In 1970, the population was 98% White, 1% Black, and 1% Hispanic. Sumner Hill also has the second highest percentage of elderly residents (23.5%) in Jamaica Plain. The housing stock is 39% single family structures and 53% two and three family structures. A significant part of the housing stock is old Victorian homes on large lots and Sumner Hill is attracting young families and professionals as replacement buyers. The neighborhood is bounded on one side by the Southwest Corridor and will be impacted by a new Orange Line Station and development of vacant parcels.

Additionally, Sumner Hill faces the problem of finding a suitable reuse for the Jamaica Plain High School when the new SWII High School is completed.

j. Woodbourne

The Woodbourne neighborhood is a residential area of approximately 3,200 people. In 1970, the population was 100% White. The housing stock is primarily single family homes (67%) with 31% in two and three family structures. Woodbourne has the second highest owneroccupancy rate (92%) in Jamaica Plain and a low vacancy rate. Seventy five units of elderly housing will shortly be built on the vacant land once occupied by the abandoned buildings known as "White City." Neighborhood concerns focus on the poor conditions at Pagel Playground and on the reuse of vacant parcels in the Southwest Corridor.

COMPARATIVE STATISTICS

	Total Pop. 1970	Black Pop. 1970	Spanish Pop. 1970	65 & Over 1970	Total Resid. Struct. 1970	Owner Occ. Struct. 1970	Median Family Income 1970	% Families Below Poverty Level 1970
Egleston Square	7,085	1,087 (15.3%)	1,016 (14.3%)	1,172 (16.5%)	860	566 (65.8%)	\$ 7,250	14.5
Forest Hills	2,811	2 (0.0%)	46 (1.6%)	347 (12.3%)	332	245 (73.8%)	\$ 9,000	12.5
Hyde Square	10,563	3,078 (29.1%)	1,417 (13.4%)	1,056 (10.0%)	1,076	635 (59.0%)	\$ 7,200	22.0
Jamaica Central	4,516	92 (2.0%)	266 (5.9%)	855 (18.9%)	607	428 (70.5%)	\$ 9,600	10.0
Jamaica Hills	3,245	24 (0.7%)	15 (0.5%)	463 (14.3%)	720	704 (97.8%)	\$12,700	2.0
Jamaica Pond	4,550	15 (0.3%)	21 (0.5%)	1,075 (23.6%)	591	486 (82.2%)	\$11,000	6.0
Jamaica South	4,187	110 (2.6%)	70 (1.7%)	648 (15.5%)	555	387 (69.7%)	\$ 9,000	10.0
Stoney- brook	3,003	157 (5.2%)	183 (6.1%)	350 (11.7%)	306	177 (57.8%)	\$ 8,550	12.0
Sumner Hill	2,377	18 (0.8%)	28 (1.2%)	558 (23.5%)	335	226 (67.5%)	\$ 9,700	10.0
Wood- bourne	3,188	0 (0.0%)	0 (0.0%)	469 (14.7%)	587	540 (92.0%)	\$10,500	8.5
District	45,525	4,583 (10.1%)	3,062 (6.7%)	6,993 (15.4%)	5,969	4,394 (73.6%)	-	-
City	641,071	104,206 (16.3%)	17,984 (2.8%)	81,718 (12.7%)	80,700	58,100 (72.0%)	\$ 9,133	

12. MATTAPNA DISTRICT



Information on population and housing in this report is derived primarily from the 1970 U.S. Census and 1960 U.S. Census. For purposes of analysis, the Mattapan area has been divided into 4 sub-areas: (a) Wellington Hill, (2) Blue Hill/Norfolk, (3) Western Mattapan and (4) Eastern Mattapan. (See Map of Sub-areas, and Table of Comparative Statistics).

a. Wellington Hill

The northern portion of Mattapan is located on and around a hill, and is bounded by Morton Street, a short segment of Blue Hill Avenue, Almont Street, Walk Hill Street, and Harvard Street. This area underwent racial change in the 1960's (see map), and a demographic increase of a larger family size and a decrease in the elderly population. The neighborhood remains predominantly middle-class suburban in character.

The homes and yards on Wellington Hill are generally well maintained by owner-occupants. Abandonment has increased recently primarily due to mortgage foreclosures, often due to major repairs for which the owner doesn't have the cash and is unable to get a home repair loan. Most of the abandoned buildings belong to the U.S. Department of Housing and Urban Development (HUD).

b. Blue Hill/Norfolk

The Blue Hill Norfolk section of Mattapan is bounded by Blue Hill Avenue, the Penn Central Railroad tracks, and Morton Street (see map). This area has experienced the most housing abandonment in the Mattapan area. Total population has therefore decreased and there has been a loss of the owner-occupant and middle-class resident. This area too underwent racial change in the 1960's and a demographic increase of family size and a decrease in the elderly population. The homes are predominantly two and three-family in character. One family housing has experienced two contrasting activities. Most of the homes which were FHA insured have experienced foreclosure. Whereas, most of those which were conventionally financed have stabilized and appreciated in value. This contrasting dynamic suggests the need for an adequate FHA monitoring program which would avoid abandonment by either resales or further financial assistance. The apartment buildings of six to twelve units have also experienced abandonment or high vacancies mainly due to poor management and the lack of programs to meet the needs of the investor/owner (absentee landlord).

c. Western Mattapan

The western area of Mattapan is bounded by Blue Hill Avenue, Almont Street, Harvard Street, Cummins Highway, Grennfield Street, and the Neponset River (see map). Total population has also increased, largely due to the construction of new garden apartment complexes.

This is one of Boston's newest residential areas - most of the buildings are less than 40 years old. Housing conditions are good to excellent throughout the neighborhood. Abandonment is infrequent in this area, but has increased in the past few years. Almost all of the abandoned houses are foreclosures which now belong to HUD.

d. Eastern Mattapan

The Eastern section of Mattapan is bounded by Blue Hill Avenue, the Penn Central railroad tracks, Morton Street, Maryknoll Street, Freeland Street, and the Neponset River. Population in this neighborhood increased slightly since 1960. This integrated area contains a mix of Irish, Jewish, Black and other ethnic groups. Median income increased slightly, and is about equal to the city as a whole.

The houses range in age from 20 years to 150 years old, and are in good to excellent condition. Two of Boston's most desirable public housing projects are in this area: the new elderly development on River Street, and the two-family duplexes in the Gallivan-Morton Project for families. Abandonment is rare, and virtually all the abandoned houses are HUD foreclosures.

Comparative Statistics - Mattapan
1970 U.S. Census Data

Population	Wellington Hill	Western Mattapan	Eastern Mattapan	Blue Hill/ Norfolk	District	City
Total 1970	5,000	5,099	6,110	4,428	20,637	639,657
Change from '60	-2%	+16%	+8%	-4%	+9%	-8%
Total Black 1970	2,666	420	170	1,873	5,129	104,200
Change from '60	30%	+33%	+12%	60%	+48%	
Aged 0-14 yrs. -1970	1,047	1,100	1,010	1,800	4,957	
Change from '60	+18%	+9%	+5%	18%	+12%	
Aged 64 yrs. & over	833	1,150	1,815	580	4,378	81,437
Change from '60	-19%	-7%	-4%	23%	-17%	-5%
<u>Income</u>						
Median Family Income	\$ 8,350	\$11,200	\$ 9,900	\$7,857	\$9,500	\$ 9,133
Change from '60	+2%	+8%	+5%	+1%	+5%	+20%
% Families under \$5,000	22%	10%	16%	24%	16%	22%
<u>Housing</u>						
Total Dwelling Units	1,731	1,971	1,950	1,387	7,039	232,856
Units Needing Fix-up in excess of \$1000	104	230	95	250	679	67,102
% Owner Occupied Structures of 1-4 units	85%	90%	85%	83%	87%	80%
Mobility of Residents - in residence less than 5 years	63%	42%	39%	58%	50%	50%

13. MISSION HILL/MEDICAL CENTER DISTRICT:



Information on population, income and housing in this report is derived from the 1970 U.S. Census. The 1970 data for Mission Hill is available on a sub-area basis and for purposes of analysis, seven sub-areas have been designated as shown on the sub-area maps. These sub-areas conform in general to Mission Hill Planning Commission and local neighborhood association boundaries, but vary in some instances to conform to Census boundaries for purposes of data analysis.

13. MISSION HILL/MEDICAL CENTER DISTRICT (Cont'd)

the composition of people in Mission Hill has shifted in the last 20 years from a closely knit, Irish Catholic, family residential neighborhood to a heterogeneous community of 21,000 people. It is now a multi-ethnic community that in 1970 was 76% White, 17% Black and 7% Hispanic. However, over half of the Mission Hill families below poverty level, 70% of the Black population and 52% of the Hispanic population, are in the Mission Hill Projects area which contains only 25% of Mission Hill's total population. From 1970-1976, both Mission Hill and the City experienced a slight decrease in total population. Mission Hill is housing an increasing number of students and young professionals; a 1972 market study conducted by Robert Gladstone and Associates indicated that demand for housing is found in all price ranges and all income levels in Mission Hill. Specifically, there is a demand for smaller units created by student growth in the area and a demand by an increasing number of professionals (such as physicians and professors), many of whom desire to reside as close to their work as possible. A 1974 survey by the Boston Redevelopment Authority (excluding units in the Mission Hill Projects) found that 70% of the housing units were in good condition with minor repairs required, 25% were in fair condition with moderate repairs required and the remaining 5% in poor condition.

While Mission Hill contains the largest concentration of medical and educational institutions in the City, most of the employees reside outside the district and the median family income in Mission Hill is \$8,400 and is below the City-wide median of \$9,133.

a. Back of the Hill

The Back of the Hill is a residential area of approximately 540 people. In 1970, the population was 84% White, 14% Black, and 2% Hispanic. The housing stock is predominantly two and three family frame dwellings (96%) with only 3% of the stock in single family homes. The area includes over 20 acres of vacant land, primarily owned by Lahey Clinic and the Ruggles Baptist Church. Over the past ten years, approximately 150 housing units have been removed by these institutions. Typically, residential buildings were acquired, no major investments made, and demolished as soon as they became vacant or uninhabitable. Redevelopment of this vacant land and preservation of the existing residential structures are major concerns of the City and neighborhood residents. Other issues of concern are institutional traffic and parking and the poor condition of the Bromley-Heath housing project.

b. Delle Avenue/Terrace

The Delle Avenue/Terrace neighborhood is a residential area of approximately 1,200 people but also contains the majority of Mission Hill's manufacturing and industrial uses. In 1970, the population was 59% White, 17% Black and 24% Hispanic. The

housing stock is primarily (76%) two and three family wood-frame structures with 17% of the stock in single family structures. The neighborhood will be impacted by the relocation of the Orange Line and the proposed station at Roxbury Crossing. Other issues of concern are housing problem, industrial blight and reuse of the vacant land in the Southwest Corridor.

c. Medical Center Area

The Medical Center Area's land use is almost exclusively devoted to hospital and educational institutions. In 1970, the population was approximately 4,800 and was 97% White and 3% Black. In 1970, the area had about 76 residential structures, only 12% of which were owner-occupied. The Medical Center Area is also contained within the Fenway Urban Renewal Area. The institutional use of this area has significantly impacted Mission Hill's residential neighborhoods; a major concern of the City and the neighborhood is the need for adequate and effective control of institutional expansion.

d. Mission Hill Projects

The Mission Hill Projects area contains the Mission Hill Main and Mission Hill Extension public housing projects, other residential structures and some industrial uses. In 1970, the population was 5,138 and was 38% White, 48% Black and 14% Hispanic. The two public housing projects contain over half the structures in the area and over three-fourths of the units. The poor condition of the projects is a major concern in the area and in Mission Hill as a whole. Other concerns focus on the impact of the Orange Line relocation and proposed stations at Roxbury Crossing and Ruggles Street and on industrial and insitutional use of land.

e. The Roxbury Tenants of Harvard (RTH)

The RTH neighborhood is a residential area of approximately 1,600 people. In 1970, the population was 84% White, 11% Black and 4% Hispanic. The housing stock is primarily two and three family woodframe structures with 1% of the stock in single family structures and about 25% of the stock in masonry multi-family structures. This is an area where institutional landbanking occurred in order to accommodate future expansion. The RTH group, composed of tenants in Harvard owned buildings, organized during the 1960's to challenge the expansion plans of Harvard University and the Affiliated Hospitals Center. RTH subsequently elicited Harvard sponsorship for the exterior rehabilitation of the two and three family homes along Francis Street and Fenwood Road and is currently seeking a means of acquiring and rehabilitating these structures. RTH is also a co-sponsor with Harvard of 775 units of publicly mixed income housing on the old Convent site. The project includes a below grade parking garage which will be operated by the Medical Area Service Corporation (MASCO).

f. The Triangle Area

The Triangle Area is a residential neighborhood of approximately 1,500 people. In 1970 the population was 88% White, 7% Black, and 5% Hispanic. The housing stock is primarily (75%) two and three family structures with 17% of the stock comprised of one family structures. Residents of the 668 units in the three high rise structures along St. Alphonsus Street are more transient than the rest of the neighborhood and constitute a distinct segment of the community. This neighborhood has the highest owner-occupancy rate (74%) in Mission Hill. This area, as well as the RTH neighborhood, is one of the residential neighborhoods most heavily impacted by institutional use and expansion in the Medical Center Area. Although the medical institutions have pledged not to expand on the eastern side of Huntington Avenue, previous years have seen conversion of residential units to institutional uses and the neighborhood still suffers under heavy institutional traffic and parking as well as traffic and parking and associated with the Brigham Circle business district.

g. Top of the Hill

Top of the Hill is a residential neighborhood of approximately 5,800 people. In 1970, the population was 90% White, 6% Black and 4% Hispanic. The housing stock is primarily (77%) two and three family woodframe single family structures. The New England Baptist Hospital (NEBH) and the Robert Breck Brigham Hospital (RBBH) are the major institutional uses within this neighborhood. There is concern about the expansion plans of NEBH; although NEBH's Certificate of Need application has been denied by the Public Health Council, NEBH is still seeking other means to allow construction of a new facility on the top of the hill. Other issues of concern in the neighborhood are residential disinvestment, inadequate water pressure and traffic congestion and parking attributed to employees, patients and visitors to NEBH and RBBH.

COMPARATIVE STATISTICS/MISSION HILL/MEDICAL CENTER AREA

	Total Pop. 1970	Black Pop. 1970	Hispanic Pop. 1970	65 & Over Pop. 1970	Total Resid. Struc. 1970	Owner Occupied Struct. 1970	Median Family Income 1970	% Families Below Poverty Level 1970
Back of the Hill	537	73 (13.6%)	13 (2.4%)	39 (7.3%)	75	27 (36.0%)	\$ 8,400	9%
Delle Ave/ Terrace	1,151	198 (17.2%)	271 (23.5%)	137 (11.9%)	163	64 (39.3%)	\$ 7,500	18%
Medical Center Area	4,872	145 (3.0%)	0	298 (6.1%)	76	9 (11.8%)	-	-
Mission Hill Projects	5,138	2,474 (48.2%)	738 (14.4%)	572 (11.1%)	210	39 (18.6%)	\$ 4,500	37%
RTH	1,607	171 (10.6%)	76 (4.7%)	200 (12.4%)	152	5 (3.0%)	\$ 8,400	8%
Triangle Area	1,466	106 (7.2%)	78 (5.3%)	163 (11.1%)	104	77 (74.0%)	\$11,500	5%
Top of the Hill	5,782	367 (6.3%)	248 (4.3%)	810 (14.0%)	493	315 (63.9%)	\$ 8,400	8%
District	20,553	3,534 (17.2%)	1,424 (6.9%)	2,219 (10.8%)	1,273	536 (42.1%)	\$ 8,400	
City	641,071	104,206 (16.3%)	17,984 (2.8%)	81,718 (12.7%)	80,700	58,100 (72.0%)	\$ 9,133	

14. NORTHEND/WATERFRONT DISTRICT:



Information on population and housing in this report is derived from the 1970 U.S. Census, Boston Police Listings 1970-74, and a major planning study which the BRA conducted in 1975. The North End/Waterfront district includes the area from the Central Artery to Boston Harbor between the Charlestown Bridge and Rowes Wharf. For the purpose of this report the division between the North End sub-area and the Waterfront sub-area is the Waterfront urban renewal boundary. This line runs from the entrance of the Callahan Tunnel to Richmond Street, south on Richmond to Fulton Street, east along Fulton to Lewis, south on Lewis to Commercial, north to Hanover and east on Hanover to the edge of Boston Harbor.

a. The Waterfront

The waterfront community, one of Boston's newest residential sections, is part of the North End geographically. However, socially and physically, it is not an extension of the Italian community. The waterfront housing stock consist primarily of new and rehabilitated modern apartments and condominiums. Since 1970, approximately 1,000 luxury and market rental apartment units have been created either through new construction or conversion of warehouse buildings. There are now 80 units under

construction and approximately 400 more units are planned. In addition to these units, lower cost housing is available in subsidized and Turnkey developments recently completed or under construction. A 110 unit housing development for the elderly has recently been completed at Fulton and Lewis Streets and another complex of 150 units for the elderly is under construction. Based on past experience with this type of housing, it is anticipated that up to 80% of these units will be occupied by senior citizens already residing in the North End. In the renovated Mercantile Wharf Building, 25% of the units are occupied by low income residents receiving subsidies. Commercial and restaurant uses occupy the ground floors of most of the converted wharf buildings. Many of the buildings provide office space on the second and third floors with residential uses above.

The 1970 Census recorded a population of 422 in the waterfront area which was not a residential area until the advent of urban renewal. At that time, the median income was \$11,000 with 60% of the households having incomes over \$10,000. By the summer of 1973, when the BRA conducted a survey of waterfront residents, there were 775 households, half of which resided in, the then recently completed, Harbor Towers. Most of the households were small as 40% contained one person and 48% contained two people. Most were thirty years old or older; 38% of the households had incomes over \$25,000 and only 16% earned less than \$15,000 and most, 68%, of the waterfront residents were in professional or technical occupations.

Today, the residential population numbers about 2,000 and will peak at about 3,500 when the urban renewal project is completed. The majority of the new residents both in the luxury and market rent units as well as those in the subsidized units are either childless or have older children who no longer reside at home.

WATERFRONT RESIDENTIAL CONSTRUCTION

Development	Units	Type	Status
Harbor Towers (2)	624	New	Completed, September 1972
Lewis Wharf Condominiums	102	Rehab	Completed, October 1973
Commercial Wharf South	46	Conversion/Rehab	Completed, August 1973
Commercial Wharf	100	Rehab	Completed, February 1974
Prince Building	45	Conversion/Rehab	Completed, September 1969
Parcel C-2 (12 buildings/Fulton Street)	54	Conversion/Rehab	Completed, December 1974
Parcel C-2 Elderly Housing			
Site 1	110	New	Completed, 1976
Site 2	150	New	Underway, completion December 1977
Parcel C-2 (18 buildings/Commercial Street)	80	Conversion/Rehab	Underway, completion December 1977
Sargent's Wharf Galleria	344	New	Planned, Start 1978
Other C-2 Rehab	90	Rehab	Planned, Start 77-78
Commercial Block	37	Conversion/Rehab	Planned, Start 77-78
Union Wharf	50	Rehab	Planned, Spring 1978

b. The North End

The North End of Boston is unique both physically and socially. Its population is primarily Italian, both in ethnic origin and social behavior. The neighborhood's lifestyle is still oriented around the Italian culture which places a heavy emphasis on the family, its traditions and its closeness. Recently, however, the North End has begun to attract a new, non-Italian resident population because of its proximity to the downtown business district and its reputation as a safe, low rent district.

Much of the housing stock in the North End, built at the turn of the century, is in need of repair, with a large number of units in the need of major improvements to the electrical and plumbing systems. The 1970 Census indicated that 40% of all dwelling units were lacking some or all plumbing facilities. A telephone survey of North End residents conducted in connection with the BRA planning study in 1975 showed that 32% of the dwelling units in the survey lacked some or all plumbing facilities. This lower number of units lacking plumbing facilities could reflect the renovation work which individual owners have been doing in recent years. Many of the apartments have been modernized and converted to one and two-bedroom units. Since the costs of these improvements were privately financed, they have been reflected in increased rents.

The actual number of dwelling units declined only slightly since 1920, but many larger units have been converted into smaller units making it difficult for families to find adequate housing in the North End. The 1970 Census showed only 14% of the units are owner-occupied in the North End compared to 26% citywide. The majority of the structures contain three or more dwelling units.

In 1970, the population of Mt. Hope was 3121, an increase of 17% from 1960. Mt. Hope contains a growing elderly population.

Of the total 1,219 housing units counted in 1970, only 150 required repairs in excess of \$1,000 each. Slightly more than one half of the structures in Mt. Hope are owner-occupied.

The Roslindale Shopping Center along American Legion Highway and the Bradlee/Stop & Shop Center, a more modern center, at American Legion and Cummins Highways serve the commercial needs of the Mt. Hope area. The former has been allowed to deteriorate substantially as a result of ineffective management, inadequate maintenance and demolition resulting from fires. These centers also attract a large proportion of shoppers from Dorchester, Mattapan and Hyde Park which further tends to weaken the identity of Mount Hope as part of Roslindale.

b. Lower Washington

Located in the central portion of Roslindale, the Lower Washington sub-area is bounded by the Penn Central tracks, the Arnold Arboretum, Washington Street, and Cummins Highway. In 1970, Lower Washington had a population of 7480, down 15% from 1960, primarily because of land taking in the Southwest Corridor right-of-way and some housing abandonment and demolition in the vicinity of the Archdale public housing project and along Washington Street. This area along Washington Street also contains some marginal commercial establishments.

c. Centre-South

Centre-South is one of the more affluent areas of the City with a 1970 median family income of \$12,000 and a population of 6,570, up 4% from 1960. It is bounded by Centre Street, the Needham Branch Railroad, Roslindale Square, a portion of Washington Street, and West Roxbury.

Centre-South is one of the oldest sections of Roslindale. It contains a number of fine large homes and a blend of post World War II housing which is generally very well maintained.

Centre-South's population composition shows an older population with a higher proportion over 60 (26%) than the City. Of the 1995 housing units counted in 1970, only 70 required repairs in excess of \$1,000 each. Most structures in Centre-South are owner occupied.

Roslindale Square, on the eastern edge of this area, is plagued by problems associated with older neighborhood centers including traffic congestion, inadequate parking and the disappearance of retail establishments and chain stores. Within the past year, the Square's largest retailer, Allen Furniture, relocated to Needham Heights and sold the premises to the Greek Orthodox Church to be used as a church and religious school by the growing Roslindale/West Roxbury Greek parishoners, only a month from completion, a major fire of suspicious origin occurred which caused

extensive damage. Reconstruction will be costly but the Greek community intends to go ahead with its initial occupancy plans.

During the past year the City has been working with Ryan Elliott and the Roslindale Association for Community Development (RACD) to devise a revitalization program for Roslindale Square. The preliminary results of this work will be forthcoming shortly.

d. Metropolitan Hill - Beech

Located in the southern portion of Roslindale, the Metropolitan Hill-Beech area is bounded by the Needham Branch Railroad, Cummins Highway, West Roxbury Parkway and Hyde Park. In 1970, Metropolitan Hill-Beech had a population of 15,740, up 10% from 1960, due primarily to the construction of High Point Village's 540 units in the late 1960's and scattered single family new construction.

In 1970, 5525 dwelling units were counted in Metropolitan Hill-Beech, of which 410 (7%) required repairs in excess of \$1,000 each. 91% of the units in this area are owner-occupied.

In 1970, there were 1740 dwelling units in Lower Washington. Based on a 1973 survey of all units within this area, approximately 40% of the units needed repairs in excess of \$1,000 each. This is particularly unusual considering the high owner occupancy rate (86%) in this area.

The proposed construction of I-95 and subsequent land takings along with the abandonment of White City and deterioration of Pagel Playground were major factors in the general decline of this section. Within the past year the Massachusetts Department of Public Works has intensified its efforts to resell its residential and commercial properties to private owners. In addition, at the request of local residents, the Weld School was advertised for rehabilitation; E. Dennis Walsh has been designated as developer for the property and plans to convert it into 14 low-income elderly apartments.

In recognizing that restoration of many former state-owned properties would require extensive renovations, the City of Boston has designated a portion of Lower Washington eligible for HUD Section 312 loans to assist homeowners in defraying the cost of rehabilitation. \$250,000 has been committed to this area since the program's inception in May, 1977.

The upper Washington Street strip commercial stores and Roslindale Square's stores generally serve this area.

Roslindale Square and the High Point Village shopping center serve this area along with the Stop & Shop American Legion Center. Many residents also travel to West Roxbury and Dedham on a weekly basis for shopping purposes.

The district is characterized primarily by its hilly, steep terrain, narrow streets and well maintained single and two family houses. The area, once strongly family oriented is now comprised of a growing number of single person elderly homeowners.

Increased traffic volume and speed by drivers who use this district's narrow one-way streets as pass through routes to Dedham, Mattapan and the South Shore have caused considerable concern among local residents. Within the past two years, traffic accidents at key intersections have increased as have pedestrian injuries resulting from increased traffic on local streets.

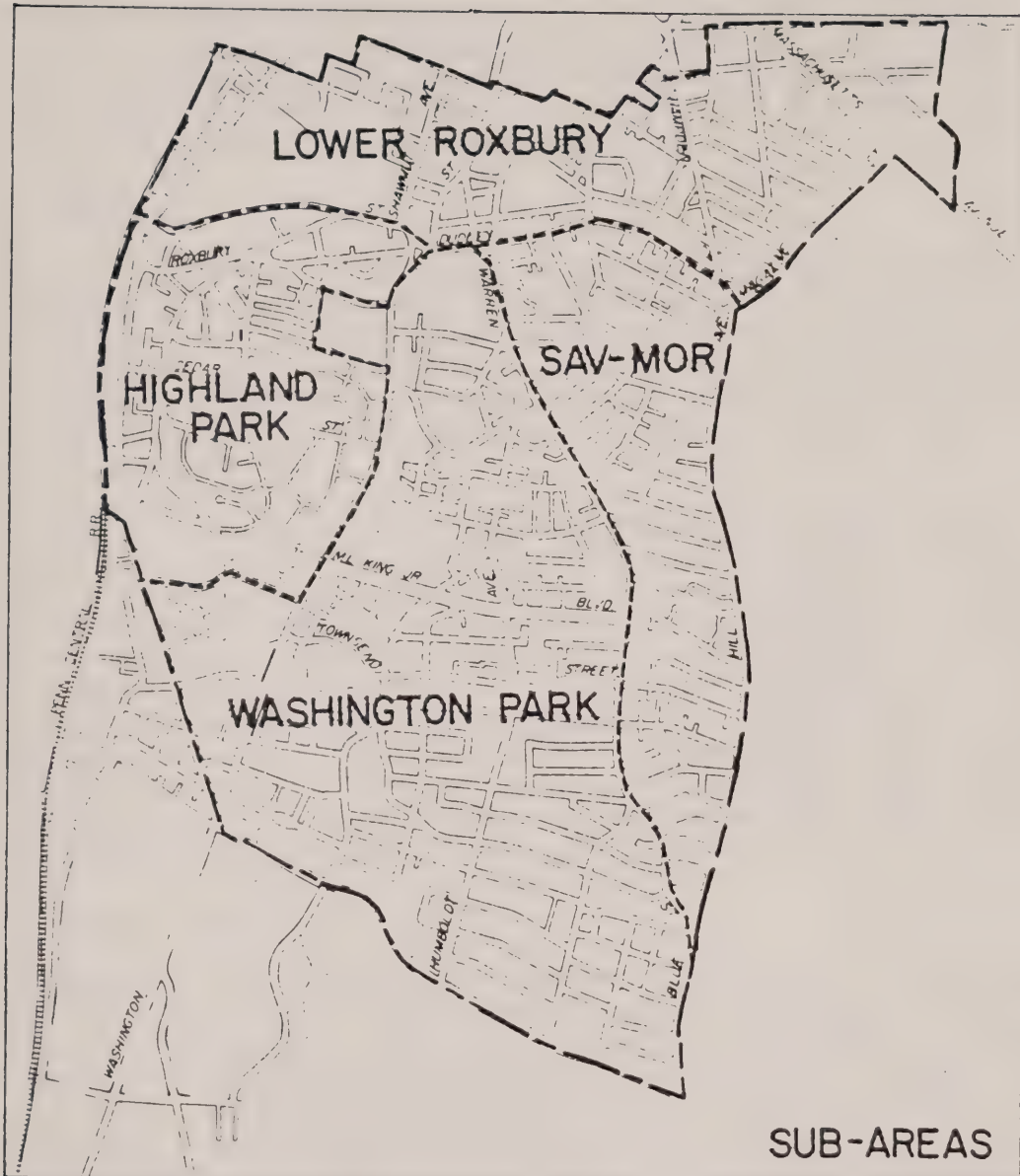
Comparative Statistics - Roslindale

1970 U.S. Census Data

Population	Mt. Hope	Lower Washington	Centre-South	Metropolitan Hill-Beech	Roslindale DISTRICT CITY	
Total 1970	3,269	7,480	6,570	15,740	32,911	639,803
Change from '60	+18%	-15%	+4%	+10%	+4%	-8%
Aged 15-19 yrs.-1970	224	493	574	1,352	2,643	60,900
Change from '60	+18%	+21%	-30%	+21%	+8%	17%
Aged 20-24 yrs.-1970	312	371	465	1,160	2,308	76,958
Change from '60	+38%	+4%	-14%	+26%	+14%	41%
Aged 65 yrs. & over-1970	579	751	1,413	2,010	4,630	81,437
Change from '60	+41%	-5%	0%	+14%	+13%	-5%
Income						
Median Family	NA	\$ 9,300-10,100	\$12,000	\$10,100-11,000	\$10,539	\$ 9,133
% Families under \$5,000	NA	16%	6%	12%	NA	22%
Housing						
Total Dwelling Units	1,219	1,740	1,995	5,525	10,479	232,401
Units Needing Repairs in excess of \$1,000	150	600	70	410	1,220	67,102
Owner-Occupied Units	51%	86%	95%	91%	88%	27%
Mobility of Residents: People in same house over 5 years-1970	48%	65%	68%	65%	65%	50%

NA = Not Available

16. ROXBURY DISTRICT:



a. Highland Park

Highland Park is one of the most historical sections of Roxbury, as is evident from John Eliot and Alvah Kittredge Squares. It is also a neighborhood with unique housing and vistas of downtown Boston. Although the community is relatively small, Highland Park is socially and ethnically diverse with older Black and White families that have been in the area

for a long time. An increasing percentage of young White and Black professionals have become attracted to the housing stock and topography of the land. This new population, along with a comprehensive planning effort currently being made by the Roxbury Action Program (RAP), have proved to be a stabilizing factor in an area which has deteriorated greatly in the past ten years.

b. Sav-Mor

The Sav-Mor area is relatively stable with moderate rates of abandonment and vacant lots. There is a relatively high rate of home ownership in the area which can be considered a buffer between the Washington Park Urban Renewal Project, a multi-million dollar public investment, and the Uphams Corner-Dudley neighborhood which has recently experienced widespread abandonment.

There appear to be two distinct neighborhoods within the Sav-Mor area generally divided by Moreland Street. South of Moreland Street, the predominantly Black population is middle-income with many long-term residents. Housing is in better condition than in the rest of the area or in Roxbury as a whole. North of Moreland Street, the Spanish-speaking community has recently begun to expand along Dudley Street. The White population is mostly older homeowners, scattered throughout the area. A major concern to the area and Roxbury as whole is the Blue Hill Avenue commercial strip which has deteriorated greatly in the past decade.

c. Lower Roxbury

Lower Roxbury is an area with diverse land uses - residential, industrial, commercial and recreational. Although Lower Roxbury is primarily a lower income area troubled by crime and dominated by housing projects, the area's strength lies in the Dudley terminal area which is Roxbury's central business area. The decline of this district is of great concern. Other strengths include Campus High School, the new occupational resource center, and the vast amount of vacant land that lies in Lower Roxbury in the Southwest Corridor where an industrial park is presently being developed by the City. The first tenant of the industrial park will be the Digital Equipment Company.

d. Washington Park

The area delineated by the Washington Park Urban Renewal Project covers an area of 502 acres. It is bounded by Washington, Dudley, Warren and Seaver Streets.

About 50% of Roxbury's residents live in Washington Park an area where median incomes and property values are the highest in the district.

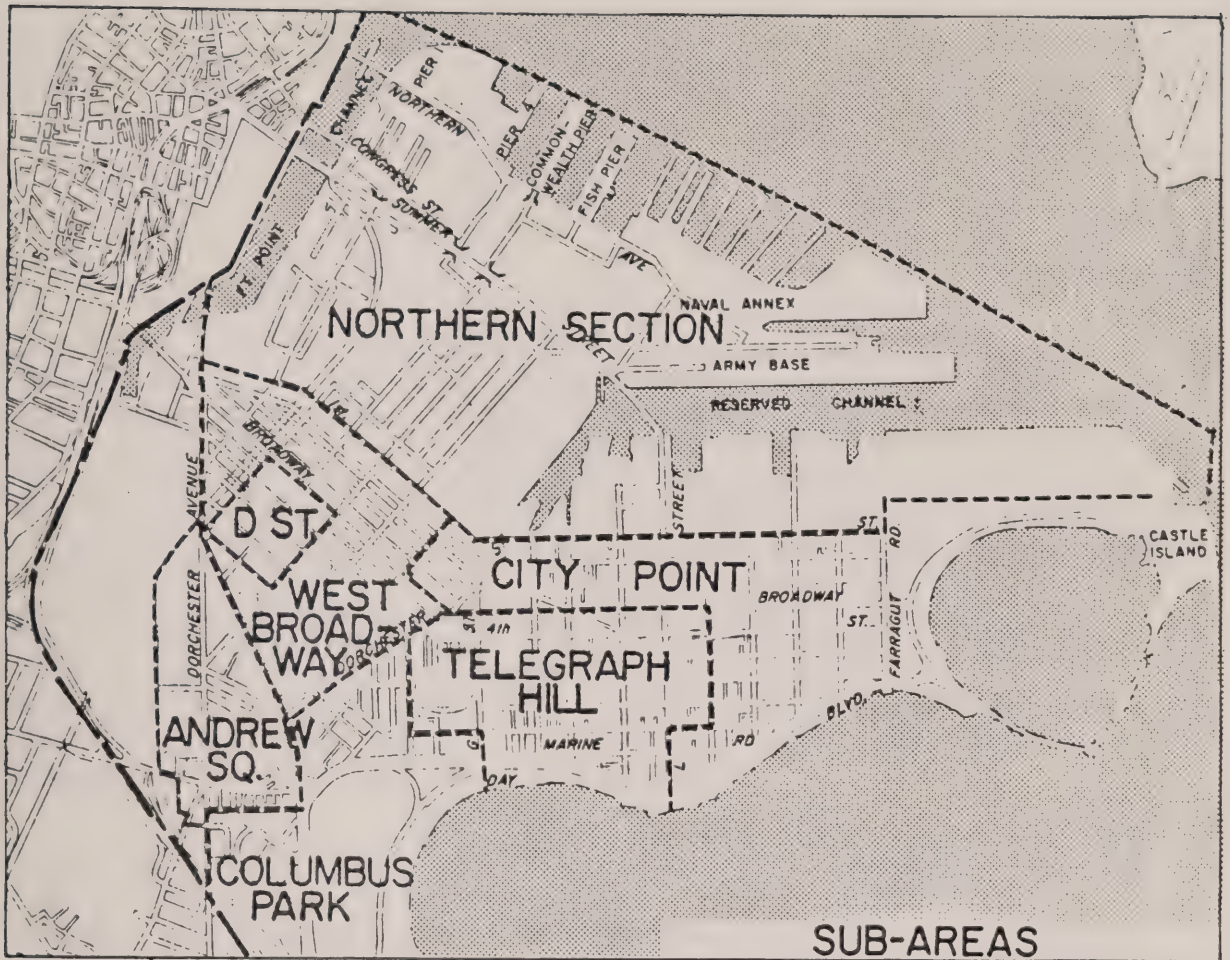
Physically, Washington Park is quite diverse with well maintained older residential areas near Franklin Park, new housing constructed under the renewal program in the center, and the Dudley Station commercial/institutional area near Lower Roxbury.

Statistics - Roxbury Planning District

1970 U.S. Census

Population	Highland Park	Lower SAV-MOR Roxbury	Washington Park	Total District	City	
Total	7,639	7,163	8,596	19,503	42,901	641,071
% Black	70%	84%	78%	88%	82%	16%
% Spanish	10%	05%	08%	03%	06%	03%
% White	20%	11%	14%	09%	12%	81%
% Under 18	34%	37%	43%	49%	42%	28%
% 65 & Over	11%	11%	7%	10%	10%	13%
Income						
Median	\$6,100	\$6,300	\$4,900	\$ 6,600	\$6,300	\$ 9,100
% Below Poverty Level	23.0%	20.0%	33.0%	24.0%	25.0%	12.0%
% Unemployed	8.6%	6.6%	11.0%	6.3%	6.5%	4.3%
Housing						
Total Units	3,258	2,455	3,443	6,919	16,705	232,448
Median Value	\$8,800	\$9,500	\$7,400	\$13,000	\$10,300	\$ 19,600
% 1&2 Family Structures	19%	34%	13%	26%	23%	31%
% Owner-Occupied	53%	66%	26%	52%	49%	80%

17. SOUTH BOSTON DISTRICT



Information on population and housing in this report was derived from the 1960 and 1970 U. S. Census. Seven sub-areas of South Boston have been designated for further analysis: City Point (1970 Census Tracts 601, 602, and 605), Telegraph Hill (603 and 604), Columbus Park (610 and 611), Andrew Square (612 and 613), West Broadway (606, 608, 609 and 614), D Street (607), and the Northern Section.

a. City Point

City Point is located in the eastern section of South Boston and includes Independence Park, the Christopher Lee Playground, Marine Park, Pleasure Bay and Castle Island. A portion of the commercial center which serves the entire district is located along Broadway in City Point, and local neighborhood commercial establishments are scattered on corners of residential streets throughout the area. The Sea-Land containerport and other port activity occupy filled land north of Marine Park and Pleasure Bay, and several heavy industrial uses are located along First Street. Aside from the Lee Playground, there is no buffer or definite boundary separating industrial land from the residential neighborhood, and there is evidence of housing deterioration along the northern edge of the area.

There are some large single and two-family detached houses along East Broadway and in the vicinity of Marine Park and the waterfront; the remainder are either wooden triple-deckers or brick or frame row houses. Although most of the housing is in good or fair condition, 1,622 units or 38% of the neighborhood housing stock required over \$1,000 for fix-up in 1973. According to a City/BRA Survey, more than 25% of the units in City Point were owner-occupied; in 1970, this figure is slightly greater than the district average. The majority of residential structures in the area contain three dwelling units, and most have resident owners. The degree of mobility in the area is surprisingly high, however, only 37.2% of the area's 1970 population had lived in the same house for five or more years, compared with the district-wide figure of 52.7% and 50% for the city as a whole. The area experienced a moderate 7.5% loss of population between 1960 and 1970. Categories of young adults and elderly increased slightly during the period, while there was a significant loss of over 21% in the population of children under 10. Incomes in City Point are higher than in most other areas of South Boston. The 1970 median family income for the area was \$8,663 - 10,183, with a relatively low percentage (18%) of the area's families earning less than \$5,000.

b. Telegraph Hill

Telegraph Hill is located south and west of City Point and is bounded by Broadway, Old Harbor Street, M Street, and the L Street Beach. Thomas Park and the South Boston High School atop Dorchester Heights are visually dominant features. The area also includes a portion of the district's commercial area along Broadway and scattered local neighborhood stores on street corners. Thomas Park is surrounded by single and two-family detached houses, some of the most architecturally notable buildings in the district. From this point the residential streets slope downward, lined with low-rise brick or frame row houses, with some frame triple-deckers near the L Street Beach. The majority of houses in the area are in good condition and the rest in fair condition. Fewer than a quarter of the dwelling units required fix-up exceeding \$1,000 in 1973. The area shows strong signs of residential stability, with almost 35% of its dwelling units owner-occupied and 61.5% of its population who have lived in the same houses for five or more years. The area experienced a moderate 7.7% population loss between 1960 and 1970. It lost over 28% of its children under 10 and gained 3% in youth aged 10 - 19, while the elderly population increased almost 18%. Telegraph Hill has some of the highest incomes in South Boston; the median family income was \$10,496 - 11,207 and only 12.6% of the area's families had incomes under \$5,000 in 1970.

c. Columbus Park

Columbus Park is in the southern section of South Boston, west of Telegraph Hill and bounded by Old Harbor Street, Dorchester Street, Old Colony Avenue, William Devine Way, Dorchester Avenue, the Expressway, and Carson Beach. Carson Beach and Columbus Park itself, a large active recreation field, are dominant features of the area. The neighborhood includes two housing projects, the Mary McCormack (Old Harbor) and the Old Colony housing projects, and a relatively small amount of private housing. The McCormack housing project, one of the oldest in the U. S., is stable, well-maintained, and has a good deal of grass and open space. Some of the long-time residents have added screens to their porches at their own expense. The design of the project, which is quite pleasant, includes 2-4 family and a few single family brick structures. The Old Colony is neither as well-designed nor as pleasant but is fairly well-maintained. Most of the area's private houses are frame triple-deckers. The majority are in fair condition, and the rest are in good condition. The stability of the area is demonstrated by the fact that over 64% of its residents have lived in the same house for five or more years. Columbus Park lost 30% of its population between 1960 and 1970. Greatest losses occurred in categories of young children and adults, while the elderly population increased over 61% in the same period. The area's median family income is low (\$6,319 - 6,659), and about 41% of the families in the area have incomes under \$5,000.

d. Andrew Square

Andrew Square is situated north and west of Columbus Park and is bounded by Dorchester Avenue, Old Colony Avenue and William Devine Way. It has a small commercial center which is a mixture of stores which serve the local neighborhood and stores which serve and supply other businesses and industries. Over the years, the closing of the John Andrew School, St. Paul's Religious Book Store and the razing of a building which housed a restaurant and upholstery business and the recent closing of a gas station have had a noticeable visual and economic effect on this center. An MBTA transit station is also located in this center. The dominant housing type is the frame triple-decker, complemented by some single and two-family houses. The majority of the area's housing stock is in fair condition, with some structures in poor condition and others in good condition. Recently, several fires, all of suspicious origin, have caused great concern for homeowners in this area. An estimated 484 units (over half of the neighborhood's total) required fix-up costing over \$1,000 in 1973. Approximately one fourth of the area's dwelling units are owner-occupied and about 62% of the area's residents have lived in the same house for five or more years. Two kinds of conversions have been taking place in the area, one, from two-family houses to single family dwellings, and two, from large flats to smaller apartments. These conversions are evidence of an increasing and changing demand for housing in the area, which may be generated in part by the new campus of the University of Massachusetts at nearby Columbia Point and due to national regional trends toward smaller families. Andrew Square's population increased slightly by 3.4% between 1960 and 1970. There were gains in all age categories except 1-9 years, which decreased 18.5%. The area experienced a great increase of 30.5% in the elderly category. The area's median family income in 1970 was \$7,000 - \$8,000, and almost 30% of its families earned less than \$5,000.

e. West Broadway/Lower End

West Broadway is located in the western section of South Boston and northeast of Andrew Square. It surrounds the D Street housing project and is bounded roughly by West First Street, Dorchester Avenue, Old Colony Avenue, Dorchester Street, West Broadway and F Street. The area includes a major portion of South Boston's central business district, which runs along Broadway. A number of industrial establishments and commercial warehouses are located along West First and West Second Streets and in the northwestern corner of the area. The lack of a definite boundary or buffer to separate the residential neighborhood from these uses has

resulted in a section of mixed use along the northern edge of the area. Heavy truck traffic generated by these warehouses and industries creates a safety hazard, pollution and congestion on residential streets. The rowhouse, of either brick or wooden frame, is the dominant housing type in the area. Although the bulk of residential structures are in fair condition, many are in poor condition and few are in good condition. A total of 1,125 units, over half of the neighborhood's housing stock, required fix-up in excess of \$1,000 in 1973. During this past winter (1976-1977) this area has been the scene of numerous fires, some of suspicious origin, forcing at least ten families to seek alternative housing. Some of the fires were of suspicious origin. Recent housing studies have shown that there has been occasional investment, but also the highest rate of housing abandonment, deterioration and vacant lots in South Boston. The vacant lots are hazardous and unsightly dumping areas for debris or wrecked cars while the abandoned buildings are potential fire hazards to the community. The cost of rehabilitating most of the housing in the area is beyond the means of landlords, and the rent they would have to charge to cover improvement costs would be beyond the means of their tenants without help from subsidies. About 28% of the area's housing units are owner-occupied, and about 53% of the area's residents have lived in the same house for five or more years. The West Broadway area lost over a fourth of its population between 1960 and 1970, with heavy losses in all age categories. The area's median family income in 1970 (\$7,100-9,316) was moderate, and close to 25% of the area's families earn less than \$5,000. There is a good deal of shuffling of population between the D Street project and the immediately adjacent parts of the West Broadway neighborhood. Generally, this section is undergoing rapid transition from a stable to a rapidly declining neighborhood, being blighted by both the D Street housing project and surrounding industry, which continues to encroach on the residential neighborhood.

f. "D" Street Project Area

D Street is located within the West Broadway area and is bounded by B Street, D Street, West Broadway and West Seventh Street. This state-owned, but city maintained, housing project has, over the last two years, been plagued by fires, crime, vandalism and destruction of vacant units, and is in dire need of upgrading. The new Condon Community School, located within the project, with its indoor-outdoor recreational facilities and community programs offers various activities to project and area residents; but the overall condition of the "D" Street project desperately needs massive public funds for revitalization. "D" Street experienced a net population loss of 5% between 1960 and 1970. The area lost almost 24% of its young childhood population and close to 30% of its young adults. During the same period, the area gained almost

30% of the 10-19 age category and experienced more moderate gains in adult and elderly population. The median family income in 1970 was low, \$4,590 and over 60% of the families in D Street earned less than \$5,000. The project is adversely affected by nearby industrial development and truck traffic and, in turn, its condition adversely affects any kind of private investment in the area, residential, commercial or industrial.

g. Northern Section

The northern section of South Boston is a large, non-residential expanse of over 900 acres of filled land extending northward from East and West First Street to the Fort Point Channel and Boston Harbor. Land in the northern section is used primarily for industrial, warehousing and distribution, institutional and commercial purposes.

Currently, development is of relatively low density, with large areas of vacant and underutilized land, much of which has resulted from the 1973 closing of the South Boston Naval Annex. The Northern section is distinct from the rest of South Boston in terms of land use and density, but the East/West First Street truck route which divides them is not a definite boundary and non-residential uses are mixed into residential neighborhoods. The Summer Street, Congress Street and Northern Avenue bridges over Fort Point Channel provide access to the Northern Section from downtown Boston and points farther north. Access from the south is less direct, and many trucks use residential streets to get into this area. The great amount of under-developed land in the area, almost 300 acres in close proximity to downtown and the construction activity across the Fort Point Channel in the South Station vicinity, is creating development pressure in the Northern Section. The vast majority of land in the Northern Section is in the ownership of three private corporations, Athanas-Anthony's Pier Four, Town & Cities, Gillette, Massachusetts Port Authority, and the United States Government. Two major commercial and residential developments have begun to be planned by private investors for land near the Fort Point Channel. The City's E.D.I.C. and Massport are currently negotiating over the development of the 1973 surplus General Services Administration Property, the South Boston Naval Annex and Army Base for roll-on roll-off containers and storage areas and other industrial uses. A portion of the South Boston Naval Annex has already been developed by the City's Economic Development Industrial Commission for industrial reuse.

18. SOUTH END DISTRICT:



The South End does not easily divide itself into two or three distinct neighborhoods; no dramatic man-made or natural boundaries separate one area from the next. South End residents do make neighborhood distinctions though, by the manner in which they organize themselves into block and neighborhood community associations. The South End Project Area Committee (SEPAC, a citizen's planning and urban renewal advisory board) provides for representation from 15 different sub-districts. In 1975, a BRA-sponsored study on the proposed reconstruction of Columbus and Tremont Street, identified as many as twenty separate community group neighborhoods. Some of these groups continue to meet

regularly, others function primarily on an "ad hoc" basis. Below is a matching of major community groups and the 1970 Census Tracts in which they are located.

<u>1970 Census Tracts</u>	<u>Community Group Neighborhoods Included</u>
703, * 706	Ellis, Pilot Block, W. Newton Street
704	Castle Square
705	Eight Streets, Union Park, ETC/BA Pembroke Street
707*	Cosmopolitan, Methunion
708	Claremont, Piano Craft Building
709	Six Points, Chester Park, Worchester Street, W. Concord Street
710, 711	Worcester Square
712	Cathedral, Bradford-Shawmut
804*, 805*, 806*	United Neighbors, Roxse Housing

(Census Tracts marked with an asterisk extend beyond South End Planning District boundaries.)

South End tracts appear to be very much influenced by what happens around them. For example, those tracts adjacent to major sources of new office employment, such as the Prudential Center and Copley Square (703, 706, and 707 - Ellis, Pilot Block and Cosmopolitan), have higher incomes and a greater percentage of owner-occupants. The same is true for tract 710 (Worcester Square) which contains a growing number of hospital related jobs. The Castle Square and Eight Streets neighborhoods (tracts 704 and part of 705) are adjacent to a long established Chinese community and show the greatest concentration of Chinese population, while South End tracts bordering on Roxbury (United Neighbors and Roxse Housing - tracts 804, 805, and 806) show the greatest concentration of Blacks. Thus, although overall, the South End of the 1970's retains its historic "high mix" of racial and ethnic groups, it would appear that the mixture is not equally high in every tract, and, in fact, almost fails to occur at all in some.

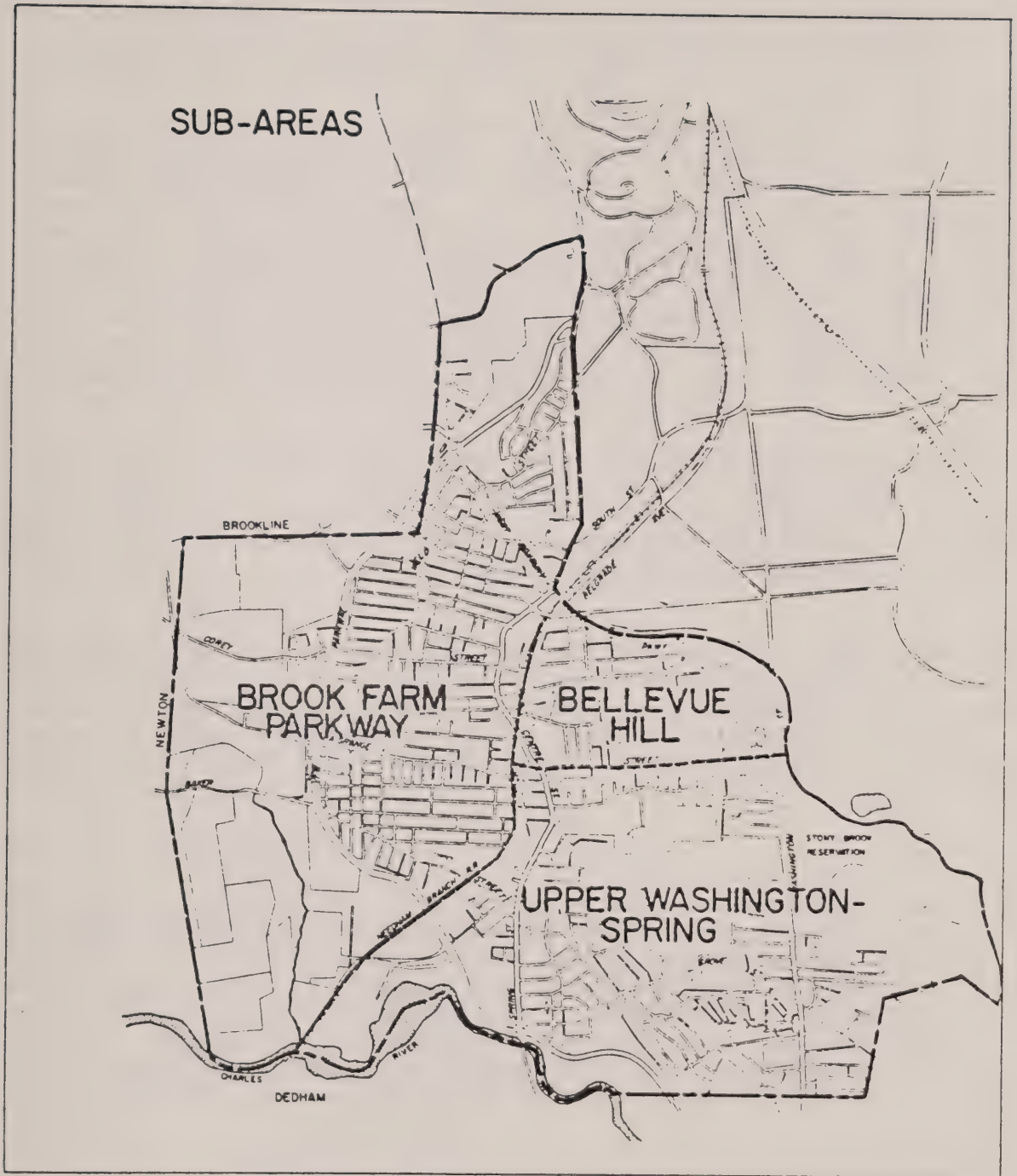
1970 SOUTH END CENSUS COMPARISON BY TRACT

1970 Census Tract	Total Population	% of Total Black	% of Total Spanish	% of Total "Other"	% of Total Units Owner- Occupied	Median Family Income	% Households w. Children Under 18
703*	1,903	(6%)	(2%)	(12%)	(14%)	(\$10,791)	(7%)
704	1,842	29%	2%	35%	1%	\$ 6,295	39%
705	5,051	7%	13%	29%	11%	\$ 6,756	23%
706	2,245	17%	12%	11%	30%	\$ 7,318	22%
707*	916	65%	6%	1%	22%	\$ 6,571	17%
708	2,305	84%	1%	3%	10%	\$ 5,824	20%
709	2,120	78%	4%	3%	5%	\$ 5,469	13%
710	1,369	18%	4%	8%	5%	\$ 6,464	13%
711	725	14%	2%	6%	3%	\$ 7,545	6%
712	2,247	49%	13%	6%	2%	\$ 4,500	46%
804*	413	(92%)	(5%)	(3%)	-	(\$ 4,389)	(41%)
805*	1,071	97%	(3%)	-	(6%)	(\$ 4,850)	(53%)
806*	541	82%	(5%)	(9%)	(4%)	(\$ 4,849)	(58%)
South End	22,775	34%	7%	12%	11%	\$ 6,122	23%
Boston	641,071	16%	3%	2%	27%	\$ 9,133	52%

(NOTES: Census tract totals that have been corrected to report only South End data are marked with an asterisk (*). Where data has been estimated, the information is reported in parenthesis. A dashed line indicates information is not available, or numbers too small to be significant. Tracts 807 and 801 contain only a few blocks within the district and for simplicity's sake have been eliminated from the table. Percentages reported may not total 100 due to rounding.)

While the census tract table is useful, the fact that the statistics are now seven years old should be remembered. The 1977 statistics from the Hart Study are more accurate but, unfortunately, are not available at the census tract level.

19. WEST ROXBURY DISTRICT:



a. Bellevue Hill/LaGrange

Located in the eastern portion of West Roxbury, Bellevue Hill/LaGrange is bounded by the West Roxbury Parkway, Washington Street, the West Roxbury Crushed Stone Quarry and the Needham Branch Railroad. Bellevue Hill is one of the oldest established neighborhoods in West Roxbury, flanking

one of the highest points in Boston, with parks located at both the top and bottom of the hill. These factors make for a particularly interesting topographical setting. The houses are also architecturally varied, including some from the Victorial era. Generally both the houses and the lots are more spacious than in other areas, rendering Bellevue Hill symbolic of a prestigious neighborhood.

In 1970, Bellevue Hill/LaGrange had a population of 6210, an increase of 6% over 1960. Because this is one of the oldest neighborhoods in West Roxbury, it experienced little growth in the last decade. The age characteristics for this area also reflect this older composition with a high proportion of elderly individuals (21%) although a recent sample of newer residents in this area* indicates that this neighborhood is experiencing an immigration of younger newcomers with children. Median family income for this area (\$13,220) exceeded the district-wide median of \$12,285 and only 7% of the families earned under \$5,000 annually.

Almost all houses in Bellevue Hill are owner-occupied and, according to a 1973 housing survey, of the 1780 housing units recorded in 1970, only 85 (5%) needed repairs in excess of \$1,000 each. Most of these houses needing repairs are in the area closest to the Centre Street commercial district.

The Centre Street commercial area and the strip stores along Washington Street provide the major convenience goods and services to Bellevue Hill. A small shopping center which has recently shown signs of economic uncertainty with a super-market and convenience goods stores is located on the northern edge of Bellevue Hill.

b. Brook Farm/Parkway

The Brook Farm/Parkway area is located to the west of the Needham Branch Railroad and is bounded on its other sides by Newton and Brookline. Brick Colonials and English Tudor styled houses are interspersed in this district of tree-lined parkways which impart a feeling of comfortable, gracious living. Generally these houses are somewhat smaller and newer than those found in Bellevue Hill. In 1970, its population was 16,600 representing an increase of only 3% over 1960.

* A Look at the Future of West Roxbury, Boston Redevelopment Authority, Research Department, April, 1976 (Draft).

Very little new residential construction has occurred in this area. New non-residential construction has included the Southwest High School, nursing homes along the VFW Parkway and a new addition to the VA Hospital, an intensive rehabilitation center for paralysis victims. The existing population is older and living in single family homes. The median family income ranges from \$12,000 to \$13,010, slightly above the district wide median, and only 7% of the total families earn below \$5,000 annually.

Like Bellevue Hill, almost all of the homes in this area are owner-occupied, and based on a 1973 survey, of the 4,880 housing units recorded in this area, 55 (less than 1%) needed repairs in excess of \$1,000 each.

The Westbrook Village and the Centre Street commercial areas are within the Brook Farm/Parkway area. Both commercial centers adequately serve the residents of this area. Westbrook Village consists of a small commercial center located on the V.F.W. Parkway which largely caters to the immediate apartment dwellers. Because of its mixture of quality retail and service uses and the availability of parking, it is also successful in drawing from the surrounding West Roxbury shopping community.

A potential problem in this area is the proliferation of commercial services directed at high school students at the new Southwest High. The community is opposed to "fast food" operations locating along the VFW Parkway.

c. Upper Washington/Spring Streets

The Upper Washington/Spring Streets area is located in the southern portion of West Roxbury and is bounded by the Needham Branch Railroad, Newton, Dedham, and Hyde Park. It is generally the most suburban of all of Boston's neighborhoods and contains most of the district's newest housing stock, much of which was built between 1950 and 1968. More modern, compact capes and colonials predominate in tract-like development patterns. This area of West Roxbury has more and younger couples in its established population than other sections principally because many homes were purchased only 10 years ago when families were in their early child-rearing stages.

This area, however, also contains a growing number of elderly apartment dwellers due to the recent construction of two elderly housing complexes. Rockingham Glen (141 units), a private MHFA development and Rockland Street Elderly (72 units), a Boston Housing Authority Turnkey development. In addition, there are a substantial number of elderly couples and widows living in the several conventional apartment complexes also located along Washington Street.

In 1970, its population was 12,600, an increase of 30% over 1960. Most of this growth was due to apartment construction in the Washington-Grove Streets neighborhood and to scattered single family homes along Centre Street.

Based on a 1972 housing survey, of the 4,235 housing units in this neighborhood, 105 (2%) needed repairs in excess of \$1,000 each. Because of the high number of apartments, one and two family homes account for only 61% of the total units, although 94% of the structures were owner occupied. There is very little housing deterioration in this sub-area, although limited pockets are found in the Washington-Grove Streets neighborhood.

The commercial area at Washington/Grove Streets has steadily deteriorated. Consequently, much of the consumer purchasing power in this area is now lost to Dedham's shopping centers. Fires and vandalism have extensively damaged this commercial sector and have resulted in the demolition of a large structure with vacancies in several others. The introduction of regularly assigned footpatrols to this area has helped to curb vandalism and juvenile crime but sodium vapor lighting is very much needed to further reduce these problems. This commercial node desperately needs to be upgraded to improve both the quality of its stores and its overall physical appearance.

The Ohrenberger Community School is located in this district and offers a number of programs and activities to the non-school population. Its facilities are regularly used and enjoyed by Hyde Park and West Roxbury's adult population, particularly the elderly who meet here.

The West Roxbury Quarry is located in this residential area and is currently owned and operated by the West Roxbury Crushed Stone Company, a subsidiary of Browning-Ferris Industries, Inc., a national corporation specializing in solid waste disposal. The Quarry abuts the Roxbury Latin property and contains several hundred acres of land, much of which is in its natural wooded state. The future of this property is a serious concern to West Roxbury and the City of Boston.

Comparative Statistics - West Roxbury

1970 U.S. Census Data

	Bellevue Hill/ LaGrange	Brook Farm/ Parkway	Upper Washington/ Spring	WEST ROXBURY DISTRICT	CITY
<u>Population</u>					
Total 1970	6,210	16,600	12,600	35,410	639,803
Change from '60	+6%	+3%	+30%	+24%	-8%
Aged 15-19 yrs. 1970	579	1,059	890	2,761	60,900
Change from '60	+21%	+16%	+42%	+26%	+17%
Aged 20-24 yrs. 1970	449	789	1,064	2,496	76,958
Change from '60	+38%	+19%	+67%	+41%	+41%
Aged 65 yrs. & over 1970	986	2,553	1,656	5,616	81,437
Change from '60	+14%	+25%	+58%	+32%	-5%
<u>Income</u>					
Median Family	\$13,220	\$12,000- 13,010	\$11,440-	\$12,285	\$ 9,133
% Families under \$5,000	7%	7%	8%	8%	22%
<u>Housing</u>					
Total Dwelling Units	1,760	4,880	4,235	10,895	232,401
Units Needing Repairs in excess of \$1,000	85	55	105	245	67,102
% Owner Occupied Units	96%	92%	94%	94%	27%
Mobility of Residents People in same house over 5 years-1970	70%	70%	55%	64%	50%

Equipment

In determining equipment needs for the assessing department, the administrator should keep in mind that equipment is task-oriented and should be selected solely on the basis of getting a job done.

The publication "Standard of Equipment, Facilities, Supplies, and Procedures" published by the IAAO outlines equipment needs for jurisdictions by size and parcel count. The following pages represent a reprint of the above referenced publication for jurisdictions of 50,000 or more parcels and should serve as a guide in selecting equipment, facilities and supplies. It is pointed out that the IAAO recommendations serve only as a guide.

1. Office Facilities

Each division and each employee should have working and desk space, whether permanent or shared, which will allow the most efficient performance of the job function.

2. Equipment

Each division of the assessor's office should have (or have easy access to) the following:

(a) Copy Machines

Copy machines are primarily used for limited reproduction of originals. The recommended capacity of this type of equipment is from 1 to 200 copies. Over 200 copies should be done on the printer.

(b) Offset Printing Machine

The offset printing machine can save time and money depending on the size and capacity of the machine. Almost all letterheads, forms, cards, form letters, and memo pads can be printed on these machines quickly, efficiently and economically.

(c) Mailing Machine

The mailing machine is an important tool in the dissemination of correspondence. This piece of equipment stamps and seals each piece of mail. Postage is purchased from the post office and recorded on this enables the daily processing of large amounts of outgoing correspondence and the monitoring of postage expenses.

(d) Filing Cabinets

Filing cabinets are used to store records not on microfilm or computer disc tapes or cards.

(e) Dictation Machines

The dictation machines can store many pieces of correspondence which enables the writer to express his thoughts while his ideas are fresh in his mind. At a later time, the secretary can transcribe these thoughts into typed form.

(f) Microfilm Equipment

The microfilm equipment's primary function is to save space. This system reproduces large amounts of bulk hard copies on film for storage in cassette type tapes. To refer to

filmed materials, the cassettes are placed in viewer-copiers, which enables viewers to make hard copies of the documents as well as view them.

3. Equipment Needed for Appraisal Operations

(a) Measuring Equipment

Measuring equipment is needed to gather data for the appraisal process. Correct and accurate measurements of improvements (also land, if necessary) are derived from measuring tapes and wheels.

(b) Small Portable Calculators

Small portable calculators are desirable for use in the field.

(c) Odometers

Odometers installed on the field vehicles help to pinpoint parcels located in remote areas.

4. Equipment Needed for Computer Operations

(a) Computer or Access to Computer

Computers are used to store data, to retrieve data, and to make appraisal and assessment calculations. They are also used to print assessment rolls, assessment notices, etc.

(b) Terminals and Hard Copy Printers

On-line terminals with direct access to the computer are the ultimate tool in recording current transactions. This equipment cuts down on handling of transfers of property by eliminating hand written copies of data cards and key punch cards.

Operators of direct access terminals can make changes to computer stored data from the instrument of conveyance as soon as it reaches the office. Printers connected to the terminals provide hard copies of data directly from the computer.

(c) COM Equipment

COM equipment is inter-related with the microfilming equipment. The computer driven tapes are put through special microfilming equipment which convert the magnetized impressions into an image which is then photographed by the COM equipment. The entire tax roll can be filmed for use by the public.

5. Mapping Equipment Needed

The equipment needed will vary from jurisdiction to jurisdiction depending upon the legal requirements for mapping. Generally, such equipment as drafting tables, chairs, lamps, light tables, drafting machines (engineer's head), scales, map file cabinets and miscellaneous file storage, calculators, plainimeters, lettering guides, drafting instruments (compass, divider, etc.), knives, electric erasers, brushes, magnifying glasses, drafting pencils and pointers, ink pen sets and cleaner, engineering scales, triangles, and protractors would normally be required for an efficient mapping department. Reproduction equipment for maps or access to such equipment is a valuable tool. Many uses or frequent copies of maps needed will dictate the need for in-house equipment.

6. Assessment Library

The library in each jurisdiction is very important to keep personnel aware of up-to-date changes in laws and appraisal techniques, and should contain the following:

(a) Judicial Materials

Constitution, laws, rules and regulations, legal opinions, and manuals. The law section is the major tool in understanding the limiting conditions of appraisals in a jurisdiction.

(b) Appraisal Materials

Appraisal books and periodicals and cost, income, and market data. The appraisal section of the library provides information on appraisal methods and techniques.

7. Supplies and Forms

Each assessor's office should have adequate supplies of the following:

8. General Office Supplies

Supplies, such as pencils, pens, paper, pads, etc., are a must in an appraisal office.

9. Forms

Forms and cards vary from jurisdiction to jurisdiction. There are, however, two basic types: (1) standardized governmental forms or in-house forms and cards which may be subject to governmental approval; and (2) in-house forms or cards which are designed by the individual office to satisfy the particular need of the office. Each assessor's office should have the following general types of forms:

(a) Assessment Rolls

Assessment rolls provide information about property ownership, location, and assessed valuation.

(b) Property Appraisal Records

The appraisal record is the primary record for both real estate appraisers and tangible personal property appraisers. All measurements, special features and pertinent information pertaining to the property are listed on these cards for data storage.

(c) Valuation Notices

The value notice is sent to property owners to inform them of the value placed on their properties.

(d) Exemption Forms

Exemption forms are furnished to property owners who may qualify for exemptions to obtain an exemption or to continue an exemption.

(e) Tangible Personal Property Forms

Tangible personal property forms are used to report taxable assets other than real estate.

(f) Appeal Forms

Appeal forms are usually governmental approved or provided and are used before appeal bodies by taxpayers to protest values placed on their property.

(g) Review Forms

Review forms are provided for taxpayers to ask for review of their property value.

(h) Rental Income and Operating Expense Request Form

This form is sent to owners or managers of income producing properties requesting rental and operating expense history.

10. Mapping Supplies

Mapping supplies will vary from jurisdiction to jurisdiction depending upon the legal requirements for mapping. Generally, pencils, paper, erasers, pens, mylar overlay material, ink, etc., will be required. Aerial photographs or aerial maps are an important tool in appraising any larger jurisdiction. These can often be obtained through government offices or purchased from private suppliers.

